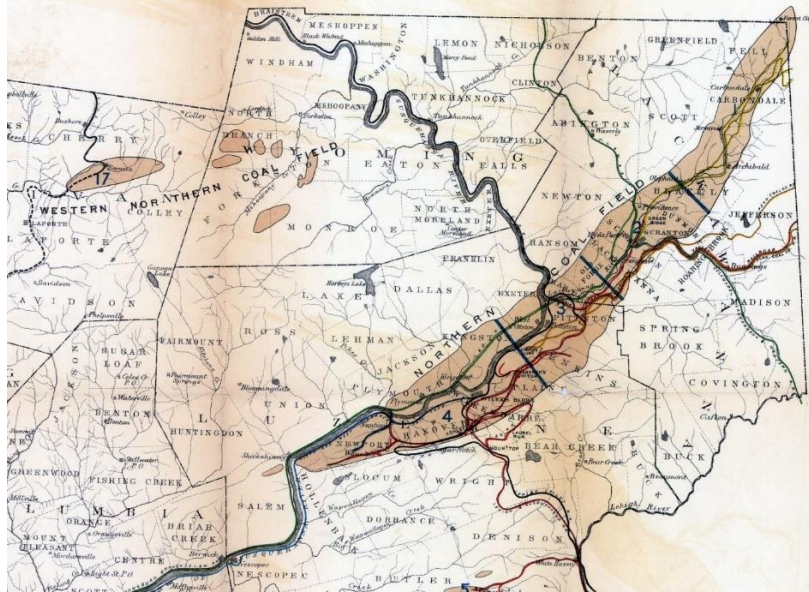


The Delaware and Hudson Canal Company

Addendum VII (December 31, 2024) to S. Robert Powell's Twenty-four Volume Series on the Delaware and Hudson Railroad



*Map of Northern Coal Field, 1884, map in the collection of Penn State University. This map is reproduced here from the extraordinary website titled *Pennsylvania Northern Coal Field, 1870-1970*, which was created by Fank Adams, and which focuses on anthracite coal beakers. Courtesy of Frank Adams, the Carbondale Historical Society is now listed as a "Related Site" on the Pennsylvania Northern Coal Field website.*

By

S. Robert Powell

Published by the Carbondale Historical Society & Museum, Inc.

December 31, 2024

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177 pages

Delaware and Hudson Railroad, 2024 by S. Robert Powell

Collecting, preserving, and interpreting D&H artifacts is a never-ending process, as is the writing of the history of (1) the Delaware and Hudson Canal and Gravity Railroad in the nineteenth century, and (2) the Delaware and Hudson Railroad in the twentieth century, and beyond.

Remarkably, unpublished photographs, texts, research reports, first-person accounts, artifacts, and documents about the D&H continue to surface. At the same time, careful examination of existing D&H materials of all kinds brings to light data that were “unseen” by previous D&H historians. In addition, new first-person accounts by credible witnesses are recorded and new scholarly articles are written as present-day historians focus on the Delaware and Hudson Canal Company (and its Canal and Gravity Railroad) and the Delaware and Hudson Railroad.

All of those “new” data about the D&H that are learned / discovered annually must be captured / preserved / recorded for the record before they are lost forever. To that end, we have produced, therefore, *Addendum VII*, which, like *Addendum I*, *Addendum II*, *Addendum III*, *Addendum IV*, *Addendum V*, and *Addendum VI*, is to be seen as a repository for data that will one day be incorporated into the author’s twenty-four volume history of the D&H that was written and published in the period 2014-2018.

We are pleased to express here our thanks to the many individuals who have made available for publication here of important new or previously unpublished material about the D&H. All of those “contributors” to this published record of the D&H are named in the 93 “entries” in this 177-page document.

This volume, *Addendum VII (December 31, 2024)* to S. Robert Powell’s twenty-four volume series on the Delaware and Hudson Railroad, like all of the volumes and all of the articles on the history of the D&H that we have written since 2014, can be read on-line at *InternetArchive.org*. The titles of all of those books and articles are listed in “Delaware and Hudson Railroad Bibliography / Books and Articles by S. Robert Powell,” as follows:

A. Books:

Thirty volumes, illustrated, on the history of the Delaware and Hudson Gravity Railroad and the Delaware and Hudson Company by S. Robert Powell. There are 12,301 pages in the 30 volumes. Each volume is a separate book in an electronic format (one or more pdf files) on one archival DVD. To read, insert each disc into a computer or an external disc drive and scroll through the text.

Books and Articles by S. Robert Powell

All of the items listed in this D&H Bibliography can be read on-line (do a Google search for each by its title) or via Internet Archive.

A. Books:

Thirty volumes, illustrated, on the history of the Delaware and Hudson Gravity Railroad and the Delaware and Hudson Company by S. Robert Powell. There are 12,301 pages in the 30 volumes. Each volume is a separate book in an electronic format (one or more pdf files) on one archival DVD. To read, insert each disc into a computer and scroll through the text.

- I. *Gravity Railroad: 1829 Configuration*
271 pages, illustrated, ISBN: 978-0-9903835-0-5
- II. *Gravity Railroad: 1845 Configuration*
267 pages, illustrated, ISBN: 978-0-9903835-1-2
- III. *Gravity Railroad: 1859 Configuration*
493 pages, illustrated ISBN: 978-0-9903835-2-9
- IV. *Gravity Railroad: 1868 Configuration*
601 pages, illustrated, ISBN: 978-0-9903835-3-6
- V. *Gravity Railroad: 1899 Configuration*
291 pages, illustrated, ISBN: 978-0-9903835-4-3
- VI. *Waterpower on the Gravity Railroad*
144 pages, illustrated, ISBN: 978-0-9903835-5-0
- VII. *Working Horses and Mules on the Gravity Railroad*
226 pages, illustrated, ISBN: 978-0-9903835-6-7
- VIII. *Passenger Service on the Gravity Railroad*
360 pages, illustrated, ISBN: 978-0-9903835-7-4
- IX. *Farview Park*
290 pages, illustrated, ISBN: 978-0-9903835-8-1
- X. *The Steam Line from Carbondale to Scranton (the Valley Road)*
341 pages, illustrated, ISBN: 978-0-9903835-9-8
- XI. *The Jefferson Branch of the Erie Railroad (Carbondale to Lanesboro)*
354 pages, illustrated, ISBN: 978-0-9863967-0-0

- XII. *Reaching Out: D&H Steam Lines beyond the Lackawanna Valley*
687 pages, illustrated, ISBN: 978-0-9863967-1-7
- XIII. *Troubled Times—the 1870s*
291 pages, illustrated, ISBN: 978-0-9863967-2-4
- XIV. *Carbondale Stations, Freight Houses, and the Carbondale Yard*
241 pages, illustrated, ISBN: 978-0-9863967-3-1
- XV. *Locomotives and Roundhouses*
465 pages, illustrated, ISBN: 978-0-9863967-4-8
- XVI. *Rolling Stock: Freight and Passenger*
475 pages, illustrated, ISBN 978-0-9863967-5-5
- XVII. *Anthracite Mining in the Lackawanna Valley in the Nineteenth Century*
741 pages, illustrated, ISBN 978-0-9863967-6-2
- XVIII. *Breakers*
710 pages, illustrated, ISBN 978-0-9863967-7-9
- XIX. *The Stourbridge Lion*
432 pages, illustrated, ISBN 978-0-9863967-8-6
- XX. *The Honesdale Branch of the D&H*
386 pages, illustrated, ISBN 978-0-9863967-9-3
- XXI. *The Anthracite Coal Strike of 1902*
289 pages, illustrated, ISBN 978-1-5136-2662-8
- XXII. *The People: the D&H, the Community*
518 pages, illustrated, ISBN 978-1-5136-2665-9
- XXIII. *The Quality of Life in the Lackawanna Valley in the Nineteenth Century*
672 pages, illustrated, ISBN 978-1-5136-2664-2
- XXIV. *The Birth and First Maturity of Industrial America*
634 pages, illustrated, ISBN 978-1-5136-2666-6
- XXV. *Delaware and Hudson Railroad, 2018*
Addendum I (December 31, 2018) to S. Robert Powell's Twenty-four Volume Series on the Delaware and Hudson Railroad. 444 pages
- XXVI. *Delaware and Hudson Railroad, 2019*
Addendum II (December 31, 2019) to S. Robert Powell's Twenty-four Volume Series on the Delaware and Hudson Railroad. 412 pages

- XXVII *Delaware and Hudson Railroad, 2020*
Addendum III (December 31, 2020) to S. Robert Powell's Twenty-four Volume
Series on the Delaware and Hudson Railroad. 400 pages
- XXVIII *Delaware and Hudson Railroad, 2021*
Addendum IV (December 31, 2021) to S. Robert Powell's Twenty-four Volume
Series on the Delaware and Hudson Railroad. 334 pages
- XXIX *Delaware and Hudson Railroad, 2022*
Addendum V (December 29, 2022) to S. Robert Powell's Twenty-four Volume
Series on the Delaware and Hudson Railroad. 247 pages
- XXX *Delaware and Hudson Railroad, 2023*
Addendum VI (December 31, 2023) to S. Robert Powell's Twenty-four Volume
Series on the Delaware and Hudson Railroad. 285 pages

B. Articles:

All of the articles about the D&H by S. Robert Powell that are listed below have been published in the *Bridge Line Historical Society Bulletin*, the premier periodical at present on the Delaware and Hudson Railroad and Canal.

1. "The Four D&H Car-Building Contests" (May 2018, p. 7)
2. "The Four Carbondale D&H Roundhouses" (June 2018, pp. 8-10)
3. "More on Owney, the Celebrated Traveling Dog" (July 2018, p. 6)
4. "D&H Challenger #1502 on the Carbondale Turntable" (September 2018, pp. 12-13, 15)
5. "How Did Owney Die?" (October 2018, p. 6)
6. "Photos of the 1925 D&H Car-Building Contest" (October 2018, pp. 12-13)
7. "The D&H Gravity Railroad: Five Configurations (Part 1)" (November 2018, pp. 11-12)
8. "The D&H Gravity Railroad: Five Configurations (Part 2)" (December 2018, pp. 12, 14)
9. "The D&H Gravity Railroad: Five Configurations (Part 3)" (January 2019, pp. 8-10)
10. "The D&H Gravity Railroad: Five Configurations (Part 4)" (February 2019, pp.16-17, 20-21)

11. "The D&H Gravity Railroad: Five Configurations (Part 5)" (March 2019, pp. 12-14, 20)
12. "Industrial Archaeology 101: What Are We Looking At?" (April 2019, pp. 8-10). This is an article about the Honesdale and Clarksville Turnpike and the D&H Gravity Railroad.
13. "The Saratoga Express" (May 2019, pp. 7, 10)
14. "The Boston Express" (June 2019, p. 16)
15. "D&H Baseball: An Introduction" (July 2019, D&H baseball player on cover, article, pp. 16-17, 19)
16. "Roebling's System of Anchoring the Cables on the Four D&H Aqueducts" (September 2019, pp. 16-17, 21, 28)
17. "The Birth of the D&H as a Steam Railroad" (October 2019, pp. 16-17, 19)
18. "Compression and Tension in the Four Roebling D&H Aqueducts" (November 2019, pp. 16-18, 20-21)
19. "Use of Conglomerate Rock in the D&H Canal and Gravity Railroad (Part 1)" (December 2019, pp. 16-18)
20. "Use of Conglomerate Rock in the D&H Canal and Gravity Railroad (Part 2)" (January 2020, pp. 16-18)
21. "The D&H Flat-Land Gravity Railroad" (February 2020, pp. 12-13)
22. "The Legal Battle between the D&H and the Pennsylvania Coal Company," (March 2020, pp. 16-17)
23. "Regular Passenger Service on the D&H Began in 1860" (April 2020, pp. 16-18)
24. "It Wasn't Only Anthracite Coal that Was Transported on the D&H Canal" (May 2020, pp. 15-16, 30)
25. "The Seven Photographic Series of Ludolph Hensel" (June 2020, pp. 16-17, 19)
26. "The Two Trestles on the Jefferson Branch of the Erie Railroad" (July 2020, pp. 12-15, 17, 21)
27. "D&H Gravity Railroad and Mines Shut Down by Horse Epidemic in 1872" (September 2020, pp. 16-18)

28. "The Ararat Cut on the Jefferson Branch of the Erie Railroad" (October 2020, pp. 16-18)
29. "A New Door Has Now Been Opened on the History of the D&H Canal" (November 2020, pp. 14-16)
30. "The D&H, Anthracite Coal, and the Dunmore Cemetery" (December 2020, pp. 12-14, 17, 21)
31. "The D&H Gravity Railroad: 1845 Configuration--Level No. 4, Plane No. 5" (January 2021, pp. 15-17, 22)
32. "The Telegraph and the D&H" (February 2021, pp. 15-17, 35)
33. "Huckleberries and the D&H Mining and Transportation Operations" (March 2021, pp. 6-7, 15)
34. "Passenger Service on the D&H Gravity Railroad, Carbondale to Honesdale (Part I)" April 2021, pp. 15-18)
35. "Passenger Service on the D&H Gravity Railroad, Carbondale to Honesdale (Part II)" (May 2021, pp. 15-17, 19, 29)
36. "Farview Park on the Moosic Mountain on the D&H Gravity Railroad" (June 2021, pp. 1, 15-18, 45)
37. "Lake Lodore Amusement Park on the Honesdale Branch of the D&H" (July 2021, pp. 15-18, 19)
38. "*Delaware and Hudson Bulletin* Collection Donated to UAlbany Archives by Carbondale Historical Society" (September 2021, pp. 16, 18)
39. "Inclined Planes on the Delaware & Hudson Gravity Railroad and Canal" (October 2021, pp. 16-19)
40. "Maps of D&H and Pennsylvania Coal Company Operations" (November 2021, pp. 14-15)
41. "The 1824 Delaware and Hudson Canal Company Map" (December 2021, pp. 16-18)
42. "The Gravity-gauge Steam Engine *Honesdale*" (January 2022, pp. 11-12)
43. The D&H 'Assembly Line' from the Anthracite Coal Fields to Tidewater and Beyond (February 2022, pp. 15-16)
44. "D&H Coal Breakers and Collieries" (March 2022, pp. 15-17)

45. "Anthracite Coal Clarifications" (April 2022, pp. 16-18, 20-21)
46. "Coe F. Young and Horace G. Young: Father and Son: D & H Managers" (May 2022, pp. 16-18)
47. "Rollin Manville and C. Rollin Manville, Father and Son, Superintendents of the Pennsylvania Division of the D&H" (June 2022, pp. 16-18)
48. "The McMullen Family: D&H Pennsylvania Division Managers" (July 2022, pp. 16-18)
49. "Thomas Dickson, Empire Builder and Gentleman (Part 1)" (September 2022, pp. 16-19)
50. "Thomas Dickson, Empire Builder and Gentleman (Part 2)" (October 2022, pp. 15-16, 18)
51. "Thomas Orchard: Architect and Master Car Builder for the D&H" (November 2022, pp. 16-17, 23)
52. "White Pine and White Oak Lumber in Roebling's Four D&H Aqueducts" (December 2022, pp. 16-17, 19)
53. "Waterpower on the D&H Gravity Railroad" (January 2023, pp. 16-17, 20)
54. "The Lease Question, 1873-1874" (February 2023, pp. 15-18)
55. "Building a Railroad in the Wilderness, 1827-1829" (March 2023, pp. 15-17, 20)
56. "The D&H Bank, Fractional Currency, and Obsolete Bank Notes" (April 2023, pp. 12-15))
57. "William H. Richmond: Entrepreneur, Coal Baron, Philanthropist" (May 2023, pp. 12-14, 16-17)
58. "Charles Pemberton Wurts: Innovator, Publicist, Gentleman (June 2023, pp. 12-15)
59. "Photographing the Railroad and Mining Operations of the D&H and the Pennsylvania Coal Company in the Nineteenth Century" (July 2023; pp. 12-15, 17)
60. "Harmony and Disharmony in the Anthracite Coal Fields of Northeastern Pennsylvania, 1823-1869" (September 2023, pp. 16, 18-19)
61. "Delaware and Hudson Books of Minutes Surface in California" (September 2023, pp. 7, 13)
62. "Delaware and Hudson Canal Company, Excerpts from the Minutes of Board of Directors Meetings, January 5, 1894—February 24, 1897" (September 2023, pp. 10-11, 15)

63. "Delaware and Hudson Canal Company, Excerpts from the Minutes of Board of Directors Meetings, February 24, 1897—July 27, 1898" (October 2023, pp. 18-20)
64. "Harmony and Disharmony in the Anthracite Coal Fields of Northeastern Pennsylvania, 1869" (October 2023, pp. 10-11)
65. "Delaware and Hudson Canal Company, Excerpts from the Minutes of Board of Directors Meetings, July 27, 1898—February 23, 1899" (November 2023, pp. 15-16, 18, 23)
66. "Harmony and Disharmony in the Anthracite Coal Fields of Northeastern Pennsylvania, 1870-1871" (November 2023, pp. 10-12)
67. "Delaware and Hudson Canal Company, Excerpts from the Minutes of Board of Directors Meetings, February 23, 1899--January 31, 1900" (December 2023, pp. 30-32)
68. "Harmony and Disharmony in the Anthracite Coal Fields of Northeastern Pennsylvania, 1872-1876" (December 2023, pp. 15-16, 18)
69. "Harmony and Disharmony in the Anthracite Coal Fields of Northeastern Pennsylvania, 1860s-1877" (January 2024), pp. 10-11)
70. "Delaware and Hudson Canal Company, Excerpts from the Minutes of Board of Directors Meetings, January 31, 1900—September 25, 1901" (January 2024), pp. 18-19, 22)
71. "Harmony and Disharmony in the Anthracite Coal Fields, 1876-1877" (February 2024, pp. 15, 16, 18)
72. "Harmony and Disharmony in the Anthracite Coal Fields, 1897" (April 2024, pp. 12-14)
73. "Harmony and Disharmony in the Anthracite Coal Fields, 1900 (May 2024, pp. 10-12)
74. "Harmony and Disharmony in the Anthracite Coal Fields, 1902 (Part 1)" (June 2024, pp. 15-16)
75. "Harmony and Disharmony in the Anthracite Coal Fields, 1902 (Part 2)" (July 2024, pp. 7-8)
76. "Delaware and Hudson Canal Company, Excerpts from the Minutes of the Meetings of the Board of Directors, September 25, 1901--May 12, 1903" (February 2024, pp. 22-24)
77. "Delaware and Hudson Canal Company, Excerpts from the Minutes of the Meetings of the Board of Directors, May 12, 1903—December 31, 1905" (May 2024, pp. 22-24)
78. "Delaware and Hudson Canal Company, Excerpts from the Minutes of the Meetings of the Board of Directors, December 31, 1905--January 2, 1907" (April 2024, pp. 20, 22-23)

79. "Delaware and Hudson Railroad Corporation, Excerpts from the Minutes of the Meetings of the Board of Directors, December 4, 1928--November 26, 1930" (June 2024, pp. 22-24, 27)
80. "Delaware and Hudson Railroad Corporation, Excerpts from the Minutes of the Meetings of the Board of Directors, November 26, 1930--May 25, 1932" (July 2024, pp. 26-28)
81. "Delaware and Hudson Railroad Corporation, Excerpts from the Minutes of the Meetings of the Board of Directors, May 25, 1932—December 30, 1936" (September 2024, pp. 23-24, 26, 36)
82. "The First Sixty D&H Steam Locomotives" (September 2024, pp. 11-14)
83. "BLHS D&H Bibliography, 2018-2024, of S. Robert Powell," (October 2024, pp. 23-24, 26)
84. "Annual Updates Are Necessary and Important," (November 2024, pp. 4, 15)
85. "D&H History in an Electronic Format," (November 2024, pp. 20-22)
86. "Railroad Maps Donated to Carbondale D&H Transportation Museum" (December 2024, pp. 4, 9, 12-13)
87. "The D&H Saved the Erie Railroad from Certain Bankruptcy in 1848" (January 2025, pp. 10-11)
- "The Switchback at Panther Bluffs on the Honesdale Branch of the Delaware and Hudson Railroad" (published on Internet Archive on May 25, 2022)
- "Duffy's Field, Childs, PA" by S. Robert Powell, Cody Gonsauls, and Walter Kierzkowski (published on Internet Archive on November 26, 2023)
- "Benjamin Wright and John Jervis and the Delaware and Hudson Canal and Gravity Railroad" (published on Internet Archive on February 5, 2022)

* * * * *

Given below is a list of the 93 D&H items that we have collected in the course of the calendar year 2024 for *Addendum VII*:

Delaware and Hudson Railroad Powell Addendum VII 2024

1. Obituary of W. S. Simpson (said to have constructed the first coal breaker in this region); posted on *Facebook* in *Remembering the Delaware & Hudson Railroad* group, December 7, 2023
2. Buffalo office of Pennsylvania Coal Company, posted on *Facebook* in *Remembering the Delaware & Hudson Railroad* group, December 9, 2023
3. South-bound train on Horseshoe Curve at Thompson. *Facebook*, *Remembering the Delaware & Hudson Railroad* group; December 10, 2023; Dave Deyo photo.
4. Blue Coal: *Wilkes-Barre Times-Leader*, Sunday, December 17, 2006; colors of coal
5. Erie Railroad *Scranton Tribune*, December 15, 1900. Article about the disposition of the Pennsylvania Coal Company property
6. Jefferson Junction and Conrail: “The unlikely meeting of a Conrail and D&H train at Lanesboro, PA in June 1976.” Post by Richard Jahn on *Remembering the Delaware & Hudson Railroad* group on *Facebook*, December 26, 2023
7. Copy of R. F. Lord notes on the grading (planes and levels) of the 1829 Gravity Railroad; copy of notes received from Bill Merchant, December 29, 2023
8. Two hundred feet of railroad tracks, underwater, in Lake George; posted in *Remembering the Delaware & Hudson Railroad* Facebook group, December 29, 2023
9. Jefferson Branch material posted by Joe Durham in *Remembering the Delaware & Hudson Railroad* Facebook group, December 29, 2023
10. Chunk of coal (4 x 4 x 6 feet, and weighing 13,600 pounds, from the Marvine mines) on display in Honesdale; material posted on Facebook, December 30, 2023, in *Remembering the Delaware and Hudson Railroad*
11. Six photos, taken July 7, 1982, by Mike Bischak, of removing the Horseshoe Curve; photos from Breezy, January 30, 2023. (See No. 28 in *Addendum VI*: a removal photo (Popple Bros. Copyright 3Phase Photos) posted by Rock Ledge Farm in *Remembering the Delaware and Hudson Railroad* Facebook group on March 21, 2023
12. New Ewen Breaker to open January 3, 1916. *Remembering the Delaware and Hudson Railroad* Facebook group, February 1, 2024
13. Huber Breaker in the 1960s, photo posted by Anthracite Coal National Park on *Remembering the Delaware and Hudson Railroad* Facebook group, January 8, 2024
14. 1846 mine disaster; material posted on *Remembering the Delaware and Hudson Railroad* Facebook group, January 12, 2024
15. D&H Railway Crossing the Champlain Canal, near Mechanicville, NY; photo posted on *Remembering the Delaware and Hudson Railroad* Facebook group, March 17, 2024
16. Delaware and Hudson police, photos posted in the *Remembering the Delaware and Hudson Railroad* Facebook group, March 18, 2023, by Brian Gallagher
17. Photo of D&H and O&W tracks north of Simpson Viaduct; photo posted on March 24, 2024, in *Remembering the Delaware and Hudson Railroad* Facebook group
18. Photo of D&H train exiting the Pennsylvania Division at Nineveh, photo posted in *Remembering the Delaware and Hudson Railroad* Facebook group, March 25, 2024

19. Photo of D&H No. 127 from Joe Callahan, March 26, 2024
20. The coal seam from Spain to the coal fields of northeastern Pennsylvania; commentary by Richard Burton; material received from David Freedman, April 1, 2024
21. The D&H Yard at Oneonta; commentary by several knowledgeable D&H employees, posted on Facebook on Monday, April 8, 2024
22. Mile marker or bridge date plate?; *Remembering The Delaware and Hudson Railroad* Facebook group discussion, April 10-12, 2024
23. Two maps of the Northern Coal Field, showing breakers and branches in the Lackawanna Valley; maps from Walter Kierzkowski, April 13, 2024
24. Synthesized data about the anthracite coal fields; the Carbondale Historical Society is listed as a “Related Site” on the homepage of the Pennsylvania Northern Coal Field website; a link to this site was provided by Walter Kierzkowski on April 14, 2024
25. April 23, D&H important date, *Remembering the Delaware and Hudson Railroad* Facebook group (hereinafter *D&H Facebook*)
26. D&H Welded Rail Train pulled by Baldwin Sharks westbound on the Penn Division, in locations as noted. Dave Deyo photos; *D&H Facebook*
27. “How did Childs, PA get its name?” by Cody Gonsauls, May 13 and May 16, 2024
28. Carbondale photos in June 2024 *BLHS Bulletin*
29. George Drury’s history of the D&H
30. New item (Bethlehem Steel crate/box sent to Powderly Colliery, Carbondale, PA) in Carbondale Township Historical Society collection, May 22, 2024
31. SRP article: Harmony, 1860s-1877, BLHS, January 2024, pp. 10-11
32. SRP article: Harmony, 1876-1877, BLHS, February 2024, pp. 15, 16, 18
33. SRP article: Harmony, 1897, BLHS, April 2024, pp. 12-14
34. SRP article: Harmony, 1900, BLHS, May 2024, pp. 10-12
35. SRP article: Harmony, 1902 (1), BLHS, June 2024, pp. 15-16
36. SRP article: Harmony, 1902 (2), BLHS, July 2024, pp. 7-8
37. SRP article: Minutes, January 31, 1900--September 25, 1901; BLHS, January 2024, pp. 18-19, 22
38. SRP article: Minutes, September 25, 1901--May 12, 1903; BLHS, February 2024, pp. 22-24
39. SRP article: Minutes, May 12, 1903—December 31, 1905; BLHS, May 2024, pp. 22-24
40. SRP article: Minutes, December 31, 1905--January 2, 1907; BLHS, April 2024, pp. 20, 22-23
41. SRP article: Minutes, December 4, 1928--November 26, 1930; BLHS, June 2024, pp. 22-24, 27
42. SRP article: Minutes, November 26, 1930--May 25, 1932, July BLHS, July 2024, pp. 26-28
43. SRP article: Minutes, May 25, 1932—December 30, 1936
44. North Branch Canal, June 2, 2024, *D&H Facebook*
45. Little Starrucca and the Harpursville trestle: see SRP article “The two Trestles on the Jefferson Branch of the Erie Railroad”; see SRP photo file: “Little Starrucca and Harpursville”
46. Pennsylvania Division photos from Jim Bachorz, May 2024
47. D&H material from Hal Raven (letter from Carl B. Sterzing, Jr., May-June 1946; 1825 D&H Annual Report front page) on D&H Facebook page, June 10, 2024

48. Dickson Locomotive Works, post by the Lackawanna Historical Society on June 11, 2024
49. D&H Gravity Railroad passenger coach, *D&H Facebook* group, June 12, 2024
50. Coal Companies and Railroads, 1902-1906
51. Publication of Peter Grant's book on Loree announced by the Rail-Trail Council
52. The turntable at Lanesboro, PA
53. Molly Maquires "Nonsense", Facebook, June 21, 2024
54. Herrick Center, Facebook, D&H group, June 22, 2024
55. Diesel engine at Thompson station, D&H group on Facebook, J. J. Young photo posted by Sam Botts on January 19, 2025
56. Carbondale to Oneonta (two D&H towns)
57. Jean McNamara and Hudson family data from Jean McNamara, July 26, 2024
58. Photo looking up Gravity Planes 10 and 9 on the loaded track; photo from Jim Hessling, July 26, 2024
59. Adirondack, August 5, 2024, D&H group on Facebook
60. Southbound Adirondack, August 6: Arthur House
61. Restoration of D&H Caboose 35964: Facebook Delaware and Hudson group; August 10, 2024, post by SRP
62. D&H C 628, D&H Facebook group, August 21, 2024
63. Carbondale Township Historical Society, established in 2022
64. "The First Sixty D&H Locomotives" by S. Robert Powell, *BLHS Bulletin*, September 2024, pp. 11-14
65. North Branch Canal. *Canal Currents*, Summer 2024, Pennsylvania Canal Society, Doug Logan, President; pp. 4-6: "Vosburg Neck State Park Canal and Railroad History" by F. Charles Petrillo"
66. Stevens Point, Facebook, D&H Railroad group on Facebook, September 9, 2024, Dave Deyo
67. *The Story of Anthracite* by Charles Petrillo, pp. 11-14, from F. Charles Petrillo's *Anthracite and Slackwater: The North Branch Canal 1828-1901*
68. Delaware & Hudson Railroad, Cooperstown & Charlotte Valley Railroad, Richard Anderson, September 10, 2024
69. SRP "Minutes" article, *LHS Newsletter*, September 10, 2024
70. Lattimer massacre, D&H group on Facebook, September 11, 2024
71. Skeels shaving mug purchased by Joey Senese; email September 18, 2024, from Joey Senese
72. Oneonta yard, September 19, 2024, D&H Facebook group
73. Closing the Pennsylvania Division, Facebook D&H group, September 21, 2024
74. D&H Rail Yard, seen from the front of Holy Trinity Church, Simpson, PA
75. Waterwheel on Plane No. 15 on D&H Gravity Railroad
76. North Carbondale Coal Company pamphlet, borrowed from Cody Gonsauls on September 22, 2024, at Jermyn Historical Society presentation by Bruce Smallacombe
77. Gravity Railroad 195th Anniversary of Opening, October 9, 1829
78. New door on Belden Hill tunnel, D&H Facebook group, October 9, 2024
79. Cows at Nineveh, post by Sam Botts in the D&H group on Facebook, January 19, 2025

80. "BLHS D&H Bibliography, 2018-2024, of S. Robert Powell" by S. Robert Powell (*BLHS Bulletin*, October 2024, pp. 23-24, 26)
81. "D&H History in an Electronic Format" by S. Robert Powell (*BLHS Bulletin*, November 2024, pp. 20-22)
82. "Annual Updates Are Necessary and Important" by S. Robert Powell (*BLHS Bulletin*, December 2024, pp. 4-15)
83. "The Two "Return" Planes in the Light Level of Plane No. 8 in the 1856-1859 Configuration of the D&H Gravity Railroad" by S. Robert Powell (*BLHS Bulletin*, March 2025)
84. D&H Caboose 35964 and the Carbondale Scarecrow Festival, 2024; November 2024 *BLHS Bulletin*, p. 45
85. Derailment of D&H No. 760 north of Simpson, PA
86. "Railroad Maps Donated to Carbondale D&H Transportation Museum" by S. Robert Powell; *BLHS Bulletin*, December 2024, pp. 4, 9, 12-13
87. *The Delaware and Hudson Gravity Railroad in Archbald, PA* by P. A. Philbin
88. Bernie O'Brien: material posted on November 22, 2024, in the D&H Facebook group
89. The collieries of the Scranton district are owned by the four great corporations: DL&W, D&H, PCC, and Lackawanna Coal and Iron; post on Facebook in the D&H group on 11-24-2024
90. Dog takes a ride on the Gravity Railroad, Facebook D&H group, December 7, 2024
91. Map of Jermyn / Mayville 1882, from Walter Kierzkowski, December 11, 2024
92. "The D&H Saved the Erie Railroad from Certain Bankruptcy in 1848" (*BLHS Bulletin*, January 2025, pp. 10-11)
93. Cody Gonsauls' year-end message from the Carbondale Township Historical Society; presented on Facebook, 12-31-24

Presented hereafter:

Delaware & Hudson data recorded by S. Robert Powell in 2024, all of which will ultimately be incorporated into the twenty-four volumes of D&H history written by him in the period 2014-2018:

1. Obituary of W. S. Simpson (said to have constructed the first coal breaker "in this region", which he identified as the Eaton & Co. breaker in Archbald); posted on *Facebook* in the Delaware & Hudson Railroad group, December 7, 2023. SRP note: The first breaker in the northern coal region was built in 1852-1853 at the DL&W's Diamond mine in Scranton. The Eaton & Co. breaker in Archbald was not built until 1857 (at the earliest).

THE TRIBUNE-REPUBLICAN, SATURDAY, DECEMBER 7, 1912

DEATH IN PITTSTON OF W. S. SIMPSON

Father of Well Known Coal
Operator Passes Away in
Eighty-eighth Year.

BUILT FIRST COAL BREAKER

Special to The Tribune-Republican.

PITTSTON, Dec. 6.

William S. Simpson, one of the pioneer residents of this community, father of Coal Operator Clarence D. Simpson, died this evening about 5 o'clock at his home on Luzerne avenue, West Pittston. Deceased was in his eighty-eighth year. He had enjoyed unusually good health practically all his life.

Mr. Simpson as a mechanic was closely identified with the construction of coal operating plants in this community, and enjoyed the distinction of having erected the first coal breaker ever built in the Lackawanna and Wyoming valleys. He was highly esteemed by the entire community.

Deceased was the last of a family of five brothers and one sister. He is survived by his wife, one son, Clarence D. Simpson, of Scranton, and one daughter, Fannie wife of W. F. Staley, the well known Pittston jeweler. He was a member of the Methodist Episcopal church and St. John's lodge, F. and A. M. The funeral will take place Monday afternoon with public services at the family residence on

Luzerne avenue at 1:30 o'clock. The remains will be taken to Forest Hill cemetery, at Dunmore, for interment in the Simpson mausoleum.

William S. Simpson was born at Rensselaerville, N. Y., April 2, 1825, and learned the carpenter trade when sixteen years of age at Prattsville, N. Y. After finishing his trade he went to Carbondale, Pa., and erected the Morris tannery and afterward built a tannery at Bratneyville, N. Y. A few years later he took up his residence in Dunmore, Pa., and embarked in the contracting business. In that town he had the contract for the erection of the Presbyterian church and the Christian church, and also was the contractor who erected the first coal breaker in this region.

This was built in the town of Archbald for Eaton & Co., (the Jones-Simpson Co.). In 1861 he came to Pittston to take charge of construction work for the old Pennsylvania Coal company, and it was under his direction that the coal breakers, bridges and trestles used by this company in this vicinity were erected. He continued in this capacity until 1895, when at the age of seventy-two years he retired from active work. He continued his residence in Pittston and West Pittston from 1861 up until the time of his death.

The earthly remains of William S. Simpson are interred in the Simpson Mausoleum in the Dunmore Cemetery, Dunmore, PA.



Anthracite Coal Barons: Simpson & Watkins, the largest independent operators of the anthracite industry, with mines in Lackawanna and Luzerne counties. They attended to the local interests of three anthracite collieries: Grassy Island (Peckville, on the D&H Railroad, employed 400 men, breaker produced 800 tons of anthracite per day; the coal vein at Grassy Island was twelve feet thick), Edgerton Tunnel (Mayfield; in 1887, 160,547 tons of coal were produced), and the two Northwest Breakers in Simpson (total output from both Northwest Breakers, 9,623,300 tons of anthracite coal).

The offices of Simpson & Watkins, coal operators, were located on the 6th floor of the Board of Trade Building in Scranton, PA.

2. Advertisements (in an un-named publication) from the Buffalo Office of the Pennsylvania Coal Company for Anthracite Coal. This one-page advertisement was posted on *Facebook* in the *Delaware & Hudson Railroad* group, December 9, 2023. From this ad, we learn that the PCC also had offices in New York City, Chicago, and Milwaukee, and that Thos. Hodgson was the PCC Western Superintendent.

BUFFALO ADVERTISEMENTS. 103

PENNSYLVANIA COAL CO.
MINERS AND SHIPPERS
OF
ANTHRACITE COAL

Main Office, 1 Broadway, NEW YORK,
(WASHINGTON BUILDING.)

GEO. A. HOYT, President. EDWIN H. MEAD, Treasurer.
WM. E. STREET, Secretary.

BUFFALO OFFICE:
Coal and Iron Exchange, 257 Washington St.
DOCKS—BLACKWELL CANAL.

THOS. HODGSON, Western Superintendent.

CHICAGO OFFICE: 55 DEARBORN STREET. MILWAUKEE OFFICE: PLANKINGTON HOUSE.

3. “South-bound train on Horseshow Curve at Thompson”, Dave Deyo photo posted by Dave Deyo on *Facebook*, in the *Delaware & Hudson Railroad* group, December 10, 2023, with this caption: “Snowy winter day here on the Penn Division of the D&H as a train starts out onto the ash fill curve on its way to Ararat behind a set of ALCO Century 628 locomotives with #603 in the lead.”

This curve is known by most D&H historians as “the horseshow curve at Thompson.”



Larry Malski: “Riding on the D&H 600s over Ararat Summit was a life changing experience for me. They would get down to walking speed with a heavy tonnage train in the rain or snow but would just keep moving! They were the Challengers of the diesel years on the D&H!”

4. Blue Coal ad: *Wilkes-Barre Times-Leader*, Sunday, December 17, 2006:

TIMES LEADER www.timesleader.com
SUNDAY, DECEMBER 17, 2006

A LOOK BACK | The Glen Alden Coal Co.'s famed product



Painted-on color set home fuel apart from the rest

A glowing success

By JOE PETRUCCI
jpetrucci@timesleader.com

Maybe only "The Shadow" knew what was so special about blue coal.

After all, Blue Coal Corp. sponsored the legendary radio program, narrated by Orson Welles, from 1931 to 1949.

Blue Coal Corp. was a subsidiary of Glen Alden Coal Co. and "Blue Coal" was primarily sold in the New York and Philadelphia areas. A sign that reads: "Home of Blue Coal, America's Finest Anthracite," is quite faded but still highly visible at the old Huber breaker in Ashley, where Glen Alden produced its mysterious blue variety.

The radio ads that ran during "The Shadow" blared: "Protect your family's health by burning Blue Coal! It has a harmless blue coloring with better heat at less cost."

Another said: "Avoid on-and-off heating by ordering Blue Coal. Keep your family from getting colds during the winter. It's a special Pennsylvania anthracite. Egg, stove, chestnut and pea are the four available sizes."

Coal was spray-painted an iridescent royal blue since the Huber breaker was built and began operation in 1939. The process took place when coal was being loaded into carts for transport.

There are still places on the breaker where overspray remains — not quite the occupational hazard created by coal dust but still another health risk of an already dangerous workplace.

"People didn't really think about it then, but I'm sure OSHA wouldn't be happy with that overspray if it were to happen now. It would have to be done in a booth or something (today)," said Chris Murley, a 26-year-old Wilkes-Barre resi-

♦ ON THE WEB

To read other Look Back stories go to www.timesleader.com.

dent who has operated www.undergroundminers.com, a Web site devoted to the region's rich coal mining history.

Murley said the blue coloring was nothing more than a marketing ploy.

Glen Alden theorized that when people went into their basements and saw their blue coal, they'd remember where they got it from — especially when it came time to order more. After all, there was only one Blue Coal.

"It was probably one of the most popular coal names in the southern end of the Wyoming Valley," Murley said.

Glen Alden was not alone in its marketing technique. Hudson Coal Co. painted its coal red, while Reading Anthracite Co. applied red dots on its coal.

Murley, who has had a lifelong fascination with railroads and mining and devotes much of his time to restoring and promoting area mining history, found some small pieces of blue coal on the ground while doing research at the Huber breaker.

See BLUE COAL, Page 6B

--"Blue Coal Corp. was a subsidiary of Glen Alden Coal Co. and 'Blue Coal' was primarily sold in the New York and Philadelphia areas... The blue coloring was nothing more than a marketing ploy."

--"Hudson Coal Co. painted its coal red."

--"Reading Anthracite Co. applied red dots on its coal."

5. Article about the future of the Pennsylvania Coal Company's mines and the Erie and Wyoming Valley Railroad. "Erie to have full control...", *The Scranton Tribune*, December 15, 1900.

THE SCRANTON TRIBUNE

DECEMBER 15, 1900.

ERIE TO HAVE FULL CONTROL

RELIABLE INFORMATION TO THAT EFFECT IS AT HAND.

Will Not Only Absorb All the Pennsylvania Coal Company's Mines, but Take a Long Lease on the Erie and Wyoming Valley Railroad and Operate It as One of Its Branches. Improvements Projected by the Erie and Wyoming Not Likely to Be Halted.

The main question that was remaining unsolved yesterday in the Pennsylvania Coal company deal was as to how the company's interests would hereafter be managed.

From a source that can be taken as being as good as official comes information on which can be based an answer to that question, and the answer is given in one word—Erie.

The most generally accepted report up to yesterday was that the company's property would be divided up and parcelled out among three or four of the railroad companies in which the Morgan people have large interests.

Yesterday's information is that the Erie will not only take all the coal property, but also the Erie and Wyoming Valley road.

The road will be operated as a branch of the Erie under a long term lease, and hereafter all the Pennsylvania Coal company's breakers and the Butler company's breakers, at Pittston, recently acquired by the Erie, will send their output over that road to Hawley and thence by way of the Erie to tidewater.

December 15, 1900:

"Not only will the Erie Railroad absorb all of the Pennsylvania Coal Company's mines, but take a long lease on the Erie and Wyoming Railroad and operate it as one of its branches."

"The road [Erie and Wyoming Valley Railroad] will be operated as a branch of the Erie under a long term lease, and hereafter all the Pennsylvania Coal Company's breakers ...will send their output over that road to Hawley and thence by way of the Erie to tidewater."

Whether or not the Pennsylvania company will be merged with the Hillside Coal and Iron company or retain its identity and be managed as a separate concern is not as yet known, but the general opinion is that the two properties will be made into one and placed under the management of the Erie's present coal department, the Hillside Coal and Iron company, of which Captain W. A. May is general manager.

The extensive improvements projected in anticipation of the extension of the Erie and Wyoming to tidewater will not, it is thought, be affected by the halt that has been called to the Delaware Valley and Kingston road. The new shops at Dunmore, the enlargement of yard facilities at Avoca and Wimmers and the strengthening and straightening of the roadway, were virtual necessities, with the new road left out of consideration, so it is only plausible to suppose that when the new management comes to deal with this matter it will conclude that the improvements should go on undisturbed.

The Erie in full control of the Erie and Wyoming will innure to the benefit of Scranton, no doubt, as it means another large trunk line having entrance here, and consequently more competition in traffic rates.

6. Jefferson Junction and Conrail: “The unlikely meeting of a Conrail and D&H train at Lanesboro, PA in June 1976.” (“D&H train came up the connector then waited. Horns in the distance alerted us to why the D&H train was waiting.”) Post by Richard Jahn on the *Delaware & Hudson Railroad* group on *Facebook*, December 26, 2023.

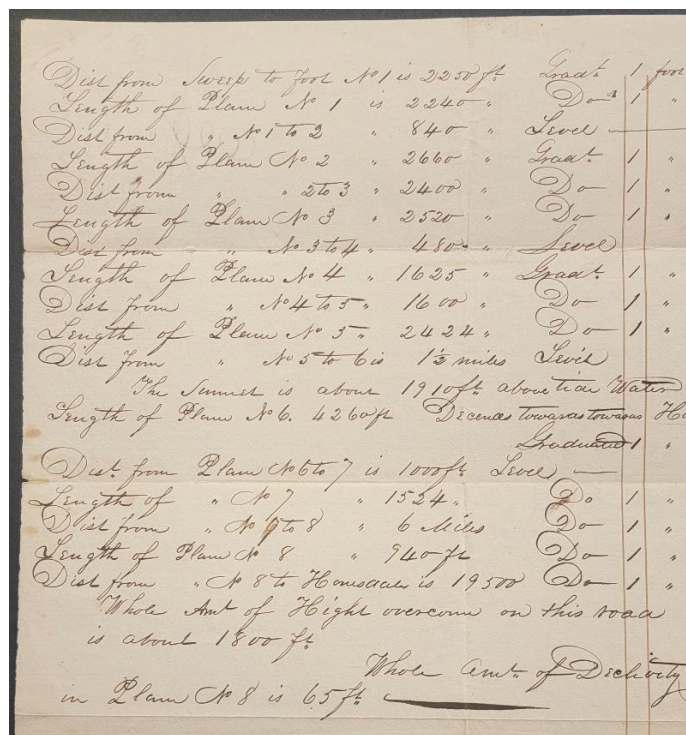
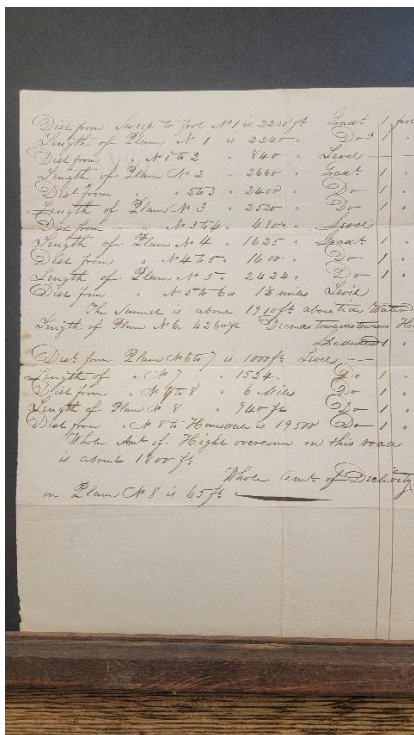


7. R. F. Lord letter on Gravity Railroad 1829; letter sent Carbondale Historical Society by Bill Merchant, High Falls D&H Museum, December 29, 2023:

On Friday, December 29, 2023, at 10:09 AM, Bill Merchant <historian@canalmuseum.org> wrote:

Hi Robert

Attached is a letter from the RF Lord collection with the grading of the first Gravity RR.



On 12/28/2023 1:46 PM, S. Robert Powell wrote:

S. Robert Powell <srp18407@gmail.com>

to Bill Merchant

December 29, 2023

10:
37
AM

Bill:

Wow! Very nice. Thank you. This R. F. Lord letter is a treasure!

Robert

Bill Merchant

11:
47
AM

to SRP

There's more material like this in the thousands of letters I've photographed. They are on a Google drive, which I am happy to share with you. As I evaluate/read, I'll send you anything like this! There must be 20,000 images this far, 80% done. I am photographing both sides, even when the verso isn't that important. Do it right once...

S. Robert Powell <srp18407@gmail.com>

12:
33
PM

to Bill Merchant

December 29, 12:15 PM

Bill:

Your thoughtfulness and willingness to send to Carbondale copies of anything in the Lord papers about the Gravity Railroad is very much appreciated.

Are those thousands of letters / items in the Lord collection arranged chronologically? Are those papers "Letters received by Lord" as well as, perhaps, copies of "important" letters or documents sent to Lord? Among the letters, I'm guessing that there are documents (possibly the "grades on the Gravity Railroad?) and various notes and miscellaneous documents that may have been inserted among the letters over the years by Lord or someone else. The "letter" / paper about the grades on the Gravity Railroad: Is that document in Lord's hand or is it a document that may have been sent to Lord, who may have then included it among his "letters received"?

Whatever the case, those Lord papers are a gold mine.

Robert

Shown on the sheet given below (which is included in R. F. Lord's "Letters") are data about the planes and levels in the 1829 configuration of the D&H Gravity Railroad that are not reported in any other account of the D&H Gravity Railroad. In line No. 1, for example, reference is made to the "Sweep" and the distance from the "Sweep" to the foot of Plane No. 1 is reported as 2250 ft."

"Dist [ance] from Sweep to foot of No 1 is 2250 ft"

Dist from Sweep to foot No 1 is 2250 ft	Grade	1	ft.
Length of Plane No 1 is 2240	Do	1	"
Dist from " No 1 to 2 " 840 "	Level		
Length of Plane No 2 " 2660 "	Grade	1	"
Dist from " 2 to 3 " 2400 "	Do	1	"
Length of Plane No 3 " 2520 "	Do	1	"
Dist from " No 3 to 4 " 480 "	Level		
Length of Plane No 4 " 1625 "	Grade	1	"
Dist from " No 4 to 5 " 1600 "	Do	1	"
Length of Plane No 5 " 2424 "	Do	1	"
Dist from " No 5 to 6 is 1 1/2 miles	Level		
The Summit is about 1910 ft above tide water			
Length of Plane No 6. 4260 ft	Descends towards	towards	Ho
	Graduated	1	"
Dist. from Plane No 6 to 7 is 1000 ft	Level		
Length of " No 7 " 1524 "	Do	1	"
Dist from " No 7 to 8 " 6 miles	Do	1	"
Length of Plane No 8 " 940 ft	Do	1	"
Dist from " No 8 to Homestead is 19500	Do	1	"
Whole Amt of Height overcome on this road is about 1800 ft			
Whole Amt. of Descend			
in Plane No 8 is 65 ft			

This sheet of data among R. F. Lord's papers merits careful study by D&H historians with a special interest in the D&H Gravity Railroad.

What was the Sweep? For additional information on the Sweep on the D&H Gravity Railroad in 1829, see S. R. Powell's Volume I: *The 1829 Configuration of the Delaware and Hudson Gravity Railroad*, pp. 141-142:

"Plane from the Mines to the Foot of No. 1

1829-1836

When the Gravity Railroad opened in 1829, there was a 300-foot long plane and a 2,000 foot long level, operated by horsepower, from the mines to the foot of Plane No. 1. Here is what Torrey said about that plane in 1882:

"Starting at the mouth of the mine at Carbondale, the railroad commenced with a short inclined plane 300 feet long, ascending 30 feet, (or 1 foot in 10,) which was operated by horse-power. From the head of this plane the grade was near the natural surface of the ground a distance of 2000 feet to the foot of steam plane No. 1, ascending in that distance 45 feet (or 1 foot in 44.) This grade was so heavy that is required one horse to each car carrying three tons of coal." (*Torrey*, 1882)

From Part I (August 5, 1899, p. 6) of P. S. Joslin's multi-part series of articles, titled **"CARBONDALE IN IS INFANCY. / A Series of Articles on the Early Days of the Anthracite City by One of its Pioneers.** [Contributed by P. S. Joslin.]," published in the *Carbondale Leader*, we learn the following: "The railroad, from the sweep, which stood near where the gas house now stands, crossed the river about where the Sixth Avenue bridge now is and ran close to the rear of all the stores on the west side of Main street to the foot of No. 1 plane."

Fire in the Sweep (building in which horses drew the cars from the coal mines):

"Fire. / On Monday morning, last, the citizens of Carbondale received another warning to prepare for their preservation against this fearful Destroyer of property. The house of Mr. Roth, opposite the Methodist church, was discovered to be on fire. It was however extinguished, without much damage. / Also, about one o'clock on yesterday morning, the building known as the "Sweep," belonging to the Del. and Hud. Canal Co. in which horses were used to draw Cars from the Coal Mines, caught fire and was entirely consumed.* The appearance of the fire was truly alarming, being situated within twenty feet of the wooden powder houses, containing between 3 and 400 kegs of powder." (*Northern Pennsylvanian*, Thursday, January 17, 1833, p. 2)

*As a boy, Thomas Dickson's first job for the D. & H. C. Co. was working for George A. Whiting at the sweep in Carbondale. In Thomas A. Logan's *The Life of Thomas Dickson. A Memorial* (Scranton, PA, 1888) we read (p. 21): "When [in the spring of 1836] the Dickson family were safely housed in their home of two-rooms and a kitchen in Carbondale, and the father [James, a skilled millwright] had found steady work [as a mechanic in the D&H shops] among the water-wheels and lifting sweeps of the Delaware and Hudson Canal Company [a sweep is a long pole or timber that is pivoted on a tall post and used to raise and lower a bucket], it was at once decided

that Thomas should take up the broken threads of his education . . . " Thomas, accordingly, was enrolled in the village school taught by an Irishman by the name of John Welch. Following an incident in which Thomas Dickson was falsely accused of knocking over a row of small "bricks," Thomas Dickson decided that formal classroom education was not for him, and he sought work in the community. He spoke with George A. Whiting "who was connected with the coal-works of the Delaware and Hudson Canal Company, and at once became interested in the spirit and energy of the boy. He gave him the job of driving the very large mule harnessed at the sweep, and used for lifting coal out of the mine." (*Logan*, p. 24)"

8. The Delaware & Hudson Railroad *Facebook* group. December 29. 2023, posted by Mark Matteo: "Today for Fun-Fact Friday we are going to share a relatively unknown fact...

Back in the 1950's the train tracks in Lake George were removed... But did you know that there are still almost 200' of train tracks STILL in Village??

Yea, although you won't see them... Because they're underwater!!

This underwater track was built by the D&H Railroad back in 1910, in order for trains to be able to launch and retrieve boats onto the lake, since cars were not strong enough to tow such boats back then.

In order to build this track, the company waited until winter, once the ice had formed on the lake, the 800' long marine spur track was laid out on the ice. As it melted, the track settled into the water on a bed that was previously installed.

In order to launch the boats (contained within the train cars) one end of the steel cable was attached to the pilot of the locomotive and the other end, the rail car's coupler. The cable went around a snubber post on shore, to create a straight pull with the rail car going into the lake. This was necessary because the locomotive was on a curved part of the marine track and if there hadn't been a post, the cable would have caused "string lining". The side and more commonly, end doors, were opened on land and the car lowered into the water. When the water reached the desired depth the boat would be released from its cradle and floated out, started up and away they'd go.

In the 1950's the railroad line going to Lake George had become not all that profitable, due to advancement in cars and roads, so the D&H planned on closing the line and ripping up the track. This also included ripping up a good portion of the spur track.

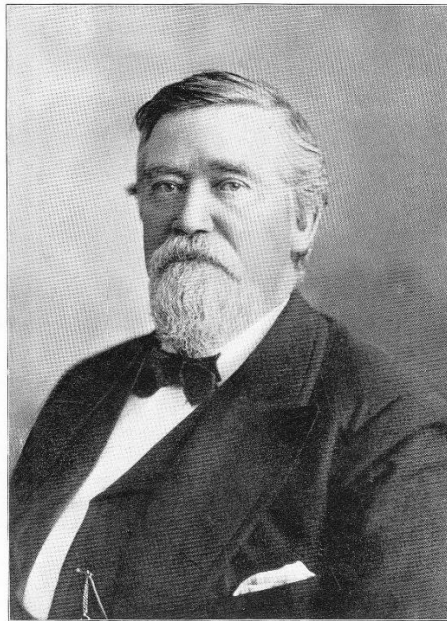
The last 200' of the track sits about 100ish feet off the shore of 'Dog Beach' and starts in about 5' of water while the end sits in about 15' of water and clearly sits in decent condition on the bottom! There is a blue sign along the road marking the area where the tracks start!

9. The *Delaware and Hudson Facebook* group. December 29, 2023, post by Joe Durham:

‘We all know construction of the Erie's Jefferson Branch was done in 6-foot Broad gauge.. A year or so later, a 3rd rail was added to eliminate break-bulk between (D&H) standard gauge cars at each end. I do not know how long the Dual-Gauge lasted on the Jeff.. About the same time, the D&H was building south from Nineveh under the Lackawanna & Susquehanna RR's charter.. The D&H clearly did not run its own trains on the Jeff during the first few years of the branch, and perhaps did not run on the 3-rail except for D&H standard gauge cars pulled by Erie broad-gauge power.. We know by 1880 the Erie had completely disposed itself of Broad gauge, thus the question is what year did the D&H begin operating its own trains south of Jeff Jct?’

Comment posted by S. Robert Powell on December 29, 2023 at noon:

Some basic facts on the Jefferson Branch of the Erie Railroad: By S. Robert Powell:



BRYCE RONALD BLAIR.

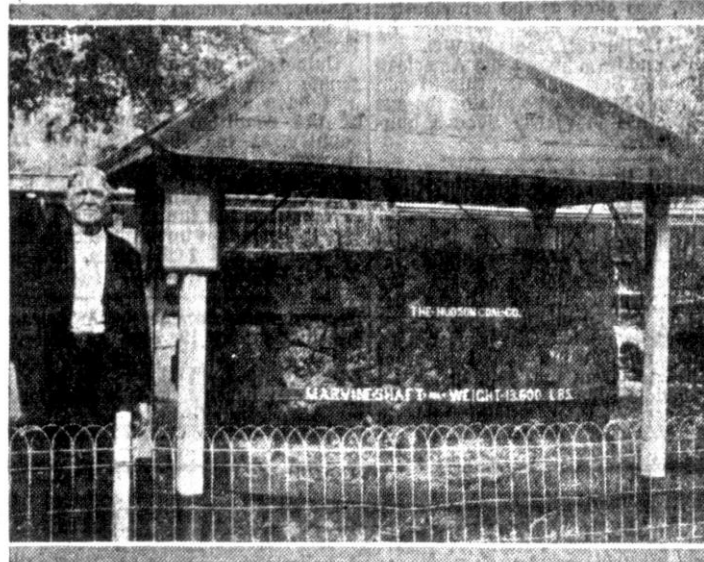
1870: When the Jefferson Branch of the Erie Railroad opened on October 10, 1870, it was a single-track, single-gauge line (6-foot Erie gauge). The Chief Engineer on the construction of the line, which was built in 20 months as a cost of two million dollars, was Bryce R. Blair, born in Glasgow, Scotland in 1832, died in Carbondale in 1894. In late August 1871, the rails for making the line dual-gauge (by adding a third rail for standard-gauge rail cars) "arrived upon the ground here." (*Carbondale Advance*, August 26, 1871, p. 3), and the line was made dual-gauge. In February 1888, it was announced that the single-track, dual-gauge Jefferson Branch would be double-

tracked during the spring and summer of that year. Here is the announcement that was published in the February 4, 1888 issue of the *Carbondale Leader*: "TO DOUBLE TRACK THE BRANCH. / The Work Will Be Begun Early in the Spring. / The single track railroad between this city and Susquehanna has for a long time been over-taxed. The traffic during the past year has been constantly increasing until the necessity for better facilities to meet the growing business of the road has forced itself upon the company. It is now authentically reported that the N. Y. L. E. & W. R. R Company have decided to double track the Carbondale Branch. Yesterday a special car reached this city with Chief Engineer Bucholz and other officers of the Erie road. The party were on a tour of inspection, preparatory to ordering the construction of a parallel track along the entire route. It is understood that the work will be commenced early this spring and completed during the summer. This will be 'hailed with gladness' by the gentlemen whose skill in railroad work has been taxed to move the large number of trains that daily are started over the line, while the coal train crews that have been compelled to 'lay to' in the sidings for an hour, will be quite as happy when they learn that the road is to be arranged for running trains north and south without the present danger of colliding." (*Carbondale Leader*, February 4, 1888, p. 4)

10. Coal monument (now inside the Wayne County Historical Society) in Honesdale; photo posted in D&H group on Facebook, December 30:

THE SCRANTON TIMES. FRIDAY, OCTOBER 23, 1936.

OLD-TIME MINER VIEWS CHUNK OF COAL HE CUT FOR MONUMENT



William Jenkin, of 2320 Black street, is pictured standing close to the monster chunk of coal which he aided in mining from the Marvine mine of the Hudson Coal Company fifty-four years ago and which has since been an anthracite exhibit in the park of the Wayne County Historical Society, on Main street, Honesdale. The picture was taken when Mr. Jenkin was on a recent visit to Honesdale.

For many years during the early days of the anthracite industry, Honesdale was the leading distribution center for coal mined throughout the northern field. Coal sent over the Moosic mountains by way of the Delaware and Hudson gravity railroad was sent from Honesdale by canal boats to market centers. The largest coal storage plant in the world was located there back in the days of the Delaware and Hudson canal.

No coal ever has been found in the underground of Honesdale, and when the people of that town desired a marker to perpetuate the position Honesdale occupied in the coal industry a request was made to the Delaware and Hudson Railroad Company for the largest chunk of coal that could possibly be mined.

The D. & H. Co. at that time owned a chain of mines and the Honesdale request was turned over to the officials at the Marvine shaft. Mr. Jenkin and George Hall, Marvine miners, and two laborers were

named to get out the chunk. They selected it from a twenty-foot vein located 125 feet below the surface. After being dislodged the piece was taken seventy-five feet to the foot of the shaft, then raised to the surface where it was weighed and measured. The weight was given as 13,600 pounds and its dimensions as four feet in height, four feet in width and six feet in length. The coal was taken on a flat bottom car to Honesdale over the gravity railroad. Two bands of iron were placed around it and they have served to keep the chunk in the same condition as on the day back in 1882 when it was taken from the mine.

Mr. Jenkin started work in the mines when eight years old and he was a miner for fifty years. He has been retired twenty-five years.

DECEMBER 6, 1950.

William Jenkin Dies; Veteran Mineworker.

William Jenkin, who started to work in the mines here 81 years ago, died Monday at the home of his daughter-in-law, Mrs. Mary



WILLIAM JENKIN

Jenkin, 2322 Partridge Ave. He was 89.

Born in England, Mr. Jenkin was brought here at the age of four years by his parents, William and Elizabeth Jane (Laurey) Jenkin. He had been a Scranton resident ever since.

His entire working life was spent in the anthracite industry. He started as a breaker boy at the age of eight.

Mr. Jenkins helped sink one of the first mine shafts in the northern anthracite field at Forest City, where mining started in 1876, according to historians.

Mr. Jenkin and George Hall, miners at the Hudson Coal Co.'s Marvine Colliery, North Scranton, and two laborers, succeeded in dislodging one of the largest single pieces of hard coal ever mined in the region.

The monster chunk, which has since been exhibited in the park of the Wayne County Historical Society on Main St., Honesdale, weighs 13,600 pounds. It was six feet long and four feet each in height and width.

It was selected from a 20-foot vein, 125 feet below the surface. After being dislodged it was taken 75 feet to the foot of the shaft, then raised to the surface. It was hauled on a flatcar over the old Delaware & Hudson Gravity Railroad to Honesdale.

Two bands of iron were placed around it and they have served to keep the huge piece of anthracite in the same condition as it was when it was mined 68 years ago.

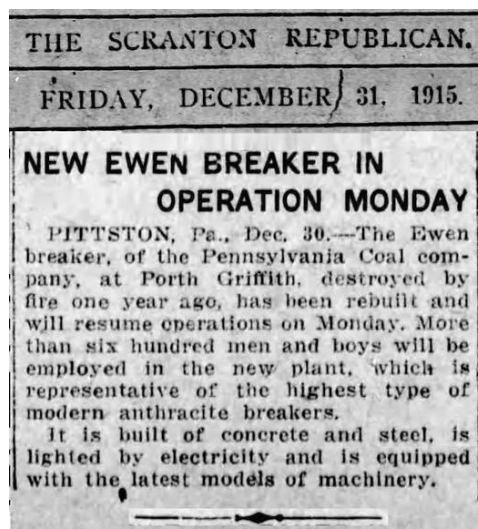
Mr. Jenkin retired about 30 years ago after half a century of service in the industry.

Funeral services will be tomorrow at 2 P.M. from the Tague Funeral Home, 109 South Main Ave. Burial will be in Washburn Street Cemetery.

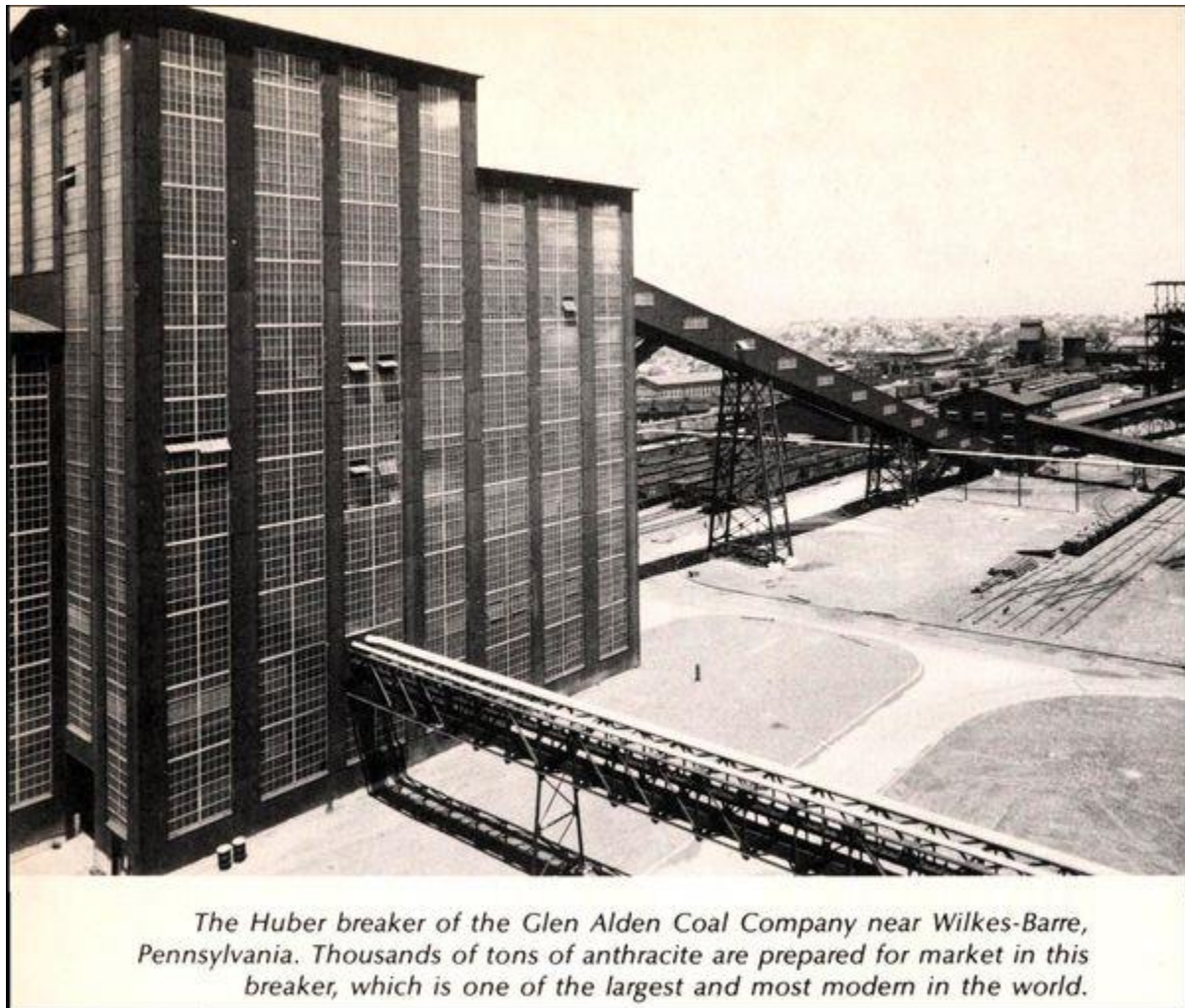
11. Six photos, taken July 7, 1982 by Mike Bischak, of the removal of the Horseshoe Curve at Thompson, PA; photos from Breezy, January 30, 2023. See No. 28 in *Addendum VI*: a removal photo (Popple Bros. Copyright 3Phase Photos) posted by Rock Ledge Farm in *Remembering the Delaware & Hudson Railroad Facebook* group on March 21, 2023.



12. New Ewen Breaker to open January 3, 1916. This clipping was posted in *The Delaware and Hudson Railroad* group on *Facebook*, February 1, 2024:



13. Huber Breaker in the 1960s, photo posted by Anthracite Coal National Park on Delaware & Hudson group on *Facebook*, January 8, 2024:



Black sunshine : the story of coal, by Olive Woolley Burt, 1977

14. January 12, 1846 mine disaster in Carbondale: newspaper clipping posted in D&H Facebook group, January 12, 2024:

Great Mine Disaster Occurred in Carbondale Jan. 12, 1846

By JOSEPH DRAVEC
Times Staff Writer

Although there are not many vestiges of the period when King Coal reigned in the Lackawanna Valley, the history of anthracite is spotted with disaster and tragedy. In fact the first great mine disaster occurred at Carbondale 135 years ago. It was on Jan. 12, 1846, at about 10 a.m. that a cave or fall of roof occurred in the Delaware and Hudson Canal Co. Mine Nos. 1 and 2 Drifts. Approximately 40 miners were at work. The area affected covered 40 acres. Another account of the acci-

dent indicated that the affected area spanned about 7 acres. The spot where the roof fell was about 1 mile from the mouth of the mine. About 150 men were at work in the mine some distance away. Only six bodies were recovered of the 15 miners killed. Another report, listed 14 dead. The list of victims included: Peter Cawley, Henry Moore, Patrick Leonard, Patrick Clarke, Ebenezer Williams, Michael Toolan, Patrick Mitchell, Anthony Walsh, John Farrell, Mark Brennan, John McGrath, William Clines, Henry Devaney.

Patrick Walker and John Brennan. It was reported that the heroism of Superintendent Alexander Bryden in a large measure was responsible for the rescue of the many entombed. His son, Andrew, was among those trapped. Superintendent Bryden led a rescue party that reached a point within hauling distance of the entombed men. He crawled over and under the cave debris, in some places making an opening as he proceeded. Bryden finally reached John Hsie, a foreman, who was exhausted after 60 hours in the cave area.

Bryden led Hsie out and re-entered the affected area. He then gave directions to those caught behind the cave on how to get out. Bryden finally came out himself, dragging with him Dennis Farrell, who was severely injured. His efforts were recognized in 1881, when Bryden was presented with a compass and a case of mathematical instruments by mine workers in Carbondale in appreciation of his heroic act. Anthony Finnerty presented the gifts. James Archbald, afterward first mayor of Carbondale, presided. Bryden, who it was said

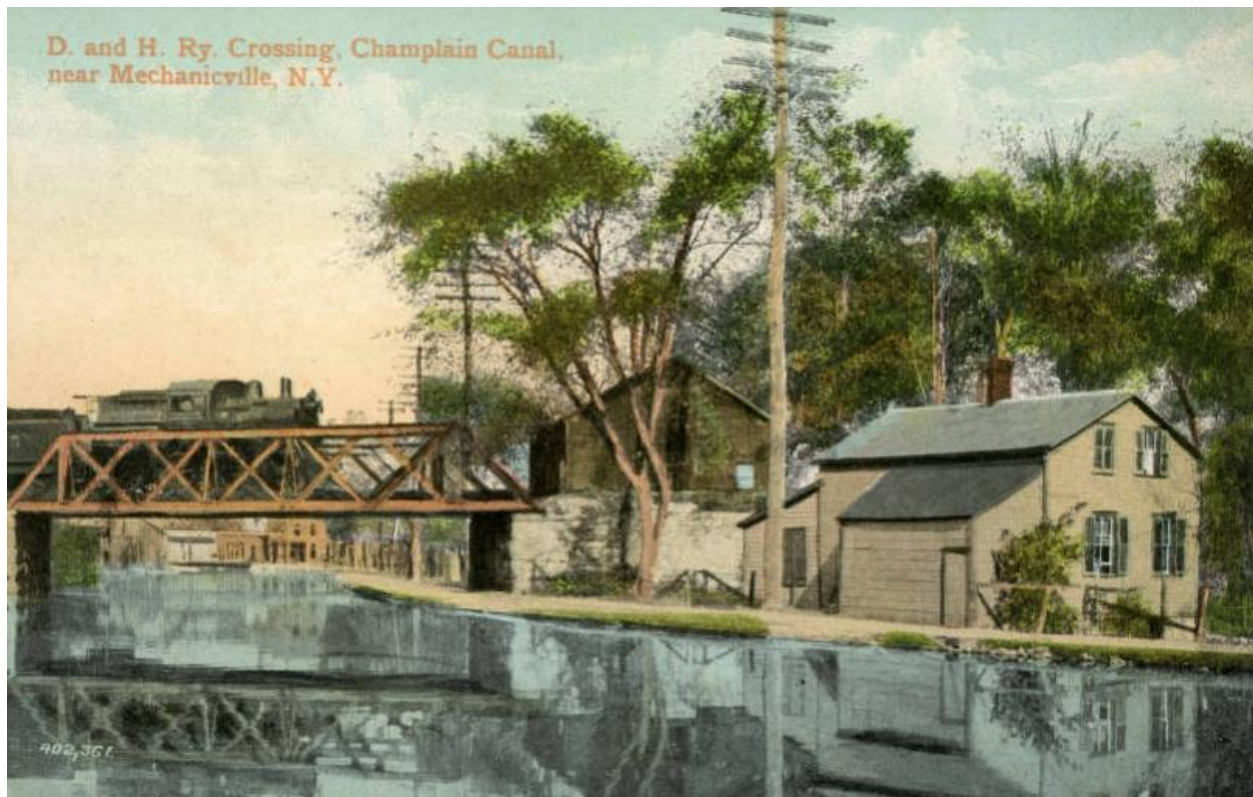
over-extended himself in the rescue work, died in 1854. The first big mine disaster in Scranton occurred at the Diamond Mine on March 31, 1868, when 13 mine workers were killed by a falling carriage. On Dec. 9, 1914, an almost similar accident occurred in which 13 workers were killed. The first disaster was in the old shaft, the second in the Tripp's Slope shaft. The greatest mine disaster in Lackawanna County's history was at the Pancoast Mine in Throop on April 7, 1911, when a mine fire claimed 72 lives. In the Twin Shaft disaster, June 28, 1886, a fall of roof

entombed 58 miners, none of whom was rescued and their bodies were not recovered. In the number was Michael Langan, then mayor of Pittston. The Twin Shaft was in the Junction section of Pittston. An explosion of gas in the Fairlawn Mine in Scranton on Aug. 30, 1886, cost six lives. On Sept. 13 that same year at the Marvine eight men were suffocated by gas. At the Von Storch Mine on Oct. 30, 1897, mine fire snuffed out the lives of six workers. On March 2, 1907, at the Holden Mine in Taylor an explosion of gas killed seven and at the Johnson No. 1

Shaft, Priceburg, on June 18, 1907, there was an explosion which also was fatal to seven workers. On Nov. 3, 1922, at the Eddy Creek Colliery in Olyphant, six workers were killed by a premature explosion and at the Mt. Jessup in Jessup on Dec. 8, 1923, an explosion of gas claimed five lives. On May 27, 1871, there was a breaker fire at West Pittston which caused 20 deaths. But the greatest loss of life in an anthracite region disaster was at the Avondale Mine, Plymouth, on Sept. 6, 1869, when 108 men and boys were suffocated in the mines when

the breaker built over the shaft caught fire and burned. In recent years, there was the Knox Disaster. It occurred on Jan. 22, 1869, when the Susquehanna River broke into the River Slope of the Knox Coal Co. at Port Griffith, near Pittston. Briefly, 12 men died when the river came crashing down through thin cover; 33 others managed to claw their way to freedom and 36 more raced to the surface moments before the cascading waters caught them in the underground labyrinth. That accounted for the 82 men in the mine at the time.

15. Champlain Canal. Post card posted on Facebook in Delaware and Hudson Facebook group, March 17, 2024:



“D. ad H. Ry. Crossing, Champlain Canal, near Mechanicville, NY”

Peter Dillon: “Another colorized post card of D&H. The Champlain Canal - Waterford to Whitehall”

16. Delaware and Hudson police, Facebook D&H group, March 18, 2023:

Brian Gallagher: “A few photos, a magazine ad, and a trophy from my collection that were passed along to me by the former D&H Supt. of Police about 40 years ago.”



17. **Rail-Trail Council:** “Great view of D&H and NYO&W, just north of Carbondale. Our D&H trail ownership starts at the arrow (West Carbondale cabin).”



View looking North from the Viaduct in Simpson. Jefferson Branch of the Erie/D&H on the left; NYO&W on the right. Street on upper left is Jefferson Street in Simpson.

18. Nineveh, D&H Facebook group, post by Dave Deyo on March 25, 2024:



Dave Deyo: “The B&M Slug set 300/10/301 made an unexpected appearance on the D&H Penn Division "disguised" in Guilford BM "war paint" on a day I just happened to be off from work and out checking operations over on the Penn Division. Got quite a few photos but the one I liked best was the slug set coming off the Penn Division at Nineveh Jct. Another railfan recorded the moment too and you can see him taking off in the background to try to get ahead of it again. I have seen so many other railfans out taking pictures but few if any ever share them! Oh well.”

Paul Goewey: “The Guilford B&M 301/100//300 power set comes off of the D&H Penn Division here at Nineveh Junction with a northbound freight during the Guilford years of operation of the D&H. This is when the detours were happening because the [BeldenHill] tunnel was being rebuilt at this time and it’s passing SW cabin.”

19. D&H Photo from Joe Callahan, March 26, 2024: D&H No. 127:



Joe Callahan: “It was posted by a guy, Gene Fleming, on FB. He said DH Carbondale roundhouse where his gf worked.”

Gene Fleming: "No names That would have made things too easy Joe. And the photo itself is tiny compared to today’s photos. It’s like two inches tall and three or four inches wide. Probably some old Kodak Brownie outfit.”

“Thanks Robert. The DH photo might have been from a Paul Dennis post on the FB Group "you know you are from Carbondale when..." and maybe a Fleming guy responded, not sure. Appreciate anything you find on Joseph Leo Callahan. Tom O'Connor did find a Carbondale Leader short clip on his accidental death for me. But not much else was found article 18 Mar 1920 on death or close. Joe”

20. Richard Burton: “There is a coal seam that begins in the Basque country of northern Spain and goes under the Bay of Biscay and comes up in South Wales and then goes under the Atlantic and comes up in Pennsylvania.” A copy of that comment by Richard Burton was sent to the Carbondale Historical Society by David Freedman on April 1, 2024.

Here is the link to the remarks by Richard Burton:

<https://www.youtube.com/watch?v=NFfra54Yk44&t=75&authuser=0>

21. Comment plus photos by Michael Bates, Oneonta, NY, on April 8, 2024, in the D&H group on Facebook:

“October 3, 1979: This may get a bit long-winded, so bear with me and hope you can follow along.

This was an interesting day watching units get hostled and rearranged again and again. There were a lot of units in Oneonta that day and I'm going to show only a few photos as I've shown several from this day previously. There were 6 of the 9 U33Cs in town: 754-755-756-760-761-762. Two sets of 5 units from inbound trains. The 2 CR GP38s and that ex-RDG 7408. NW GP9 637. Plus 5007 and 5021 switching.

I originally thought the 4 units in the first photo were a set for a southbound, but getting closer to get an interesting shot of the CR 7851 and DH 762 together, it appeared the 762 was not mu'd to the other 3 units, which turned out to be the case as the 3 were eventually moved and the 762 was left where it was and remained there for the rest of the day. The other 5 U33Cs were scattered here and there and eventually were put together with 756-755-761 for a southbound (have previously posted that shot) and the 760-754 as the 2nd set (do not know what train they eventually ended up on, or possibly a pusher set).

3rd photo shows one of the inbound train sets in the process of being broken apart. From south to north: 7602 which has cut the 7618 and left it further back and is going for the other 3 units (of which 2 show in the photo) - 7318-7601-7615. The 7318 was set aside and the 4 7600s were put

together as a set (south to north) in this order: 7602-7601-7615-7618. The 2nd set of 5 inbound units (not shown here) were 7606-2311-7416-410-5023.

A day mostly spent watching units get "switched". Not a typical day (for me anyway), but very enjoyable."

Jim Winn: "There were 3 service tracks for locomotives in Oneonta. They were all dead ended tracks. The track closest to Shop 7 was called the Big Shop. it was the shortest service track with just 1 fueling station. The middle tract was called the Crane track and the outside track closest to the main track was called 54's lead. There were 3 fueling stations between the Crane Track and 54's Lead."





Jim Winn: There were 3 service tracks for locomotives in Oneonta. They were all dead ended tracks. The track closest to Shop 7 was called the Big Shop. it was the shortest service track with just 1 fueling station. The middle tract was called the Crane track and the outside track closest to the main track was called 54's lead. There were 3 fueling stations between the Crane Track and 54's Lead.

Tom Jenkins: I've asked this question before, would you happen to know how 54's lead got its name. The Big Shop and Crane track I know, but 54's lead is a mystery. I know we needed a signal from FA Tower to come off 54's lead. When it was really busy with power, I had to put our inbound power on 3 paint once. If I remember correctly.

Jim Winn: I don't know how 54's Lead got its name. 3 Paint would see a lot of traffic. Your post is being back a lot of memories. I can't remember if 3 Paint was after the Scale track or you got the scales from 3 Paint.

Tom Jenkins: Thanks Jim, yep a long time ago, 3 paint, I think was the first set of doors in building 7, only put power there once, so I could be wrong, however I was on The Big Shop, the Crane Track, and 54's lead a lot.

Michael Bates: Agreed... good times!

Ed Cox: :I used to live on Fonda Ave. 2nd house down from the Beer Barrel.

Ed Cox: The 7615-7601-7318-7602 ended up departing on WR7 at 1:00 PM. Dick Cooper engineer, Ken Snee fireman, J.W. Woods conductor. They cut the 7318-7602 @ Saratoga and tied up at Whitehall @ 8:15 PM.

Michael Bates: Thanks, Ed! That 7600 set got broken up (yet again). Could have just set over the 7618, put the 7602 back on the south end of the 7615-7601-7318. Change of plans perhaps. Actually I did see the 7615 & 7601 cut out of that set before I left, but that was as far as they had gotten.

Tony Hodun: Nice post, helps one appreciate the work that goes into getting the right units to the right place and train. Thanks!

Michael Bates: Thank you, **Tony!**

Jim Winn: **Tony** sometimes the dispatcher would put a "Cadillac" for the lead unit knowing who the engineer was, even if it meant we had to go through wye to get the locomotive headed in the correct direction. Some engineers didn't care if it was a GE unit, which were rough riding, as long as they had a nice green seat to sit on

Joe Durham: Nice choreography! Yeah, 762's oil-covered deck says something. A possible road failure , crew cut it out and shut it down, if it hadn't already stopped turning on its own

22. Mile marker or bridge date plate in the Cascade Valley. Post in the D&H group on Facebook, April 10-12, 2024. Legthy discussion by members of the D&H group.



Carbondale Historical Society & Museum, Incorporated: “1905 is the date of the bridge. Here is a photo of the D&H milepost at Herrick Center on the Jefferson Branch, which is 163 miles from Albany:



23. Two NYO&W maps from Walter Kierzkowski, April 13, 2024: "Company map of the mine branches and mines served; also show some of the other RR's in the area."

S. Robert Powell <srp18407@gmail.com>

April 13, 2024

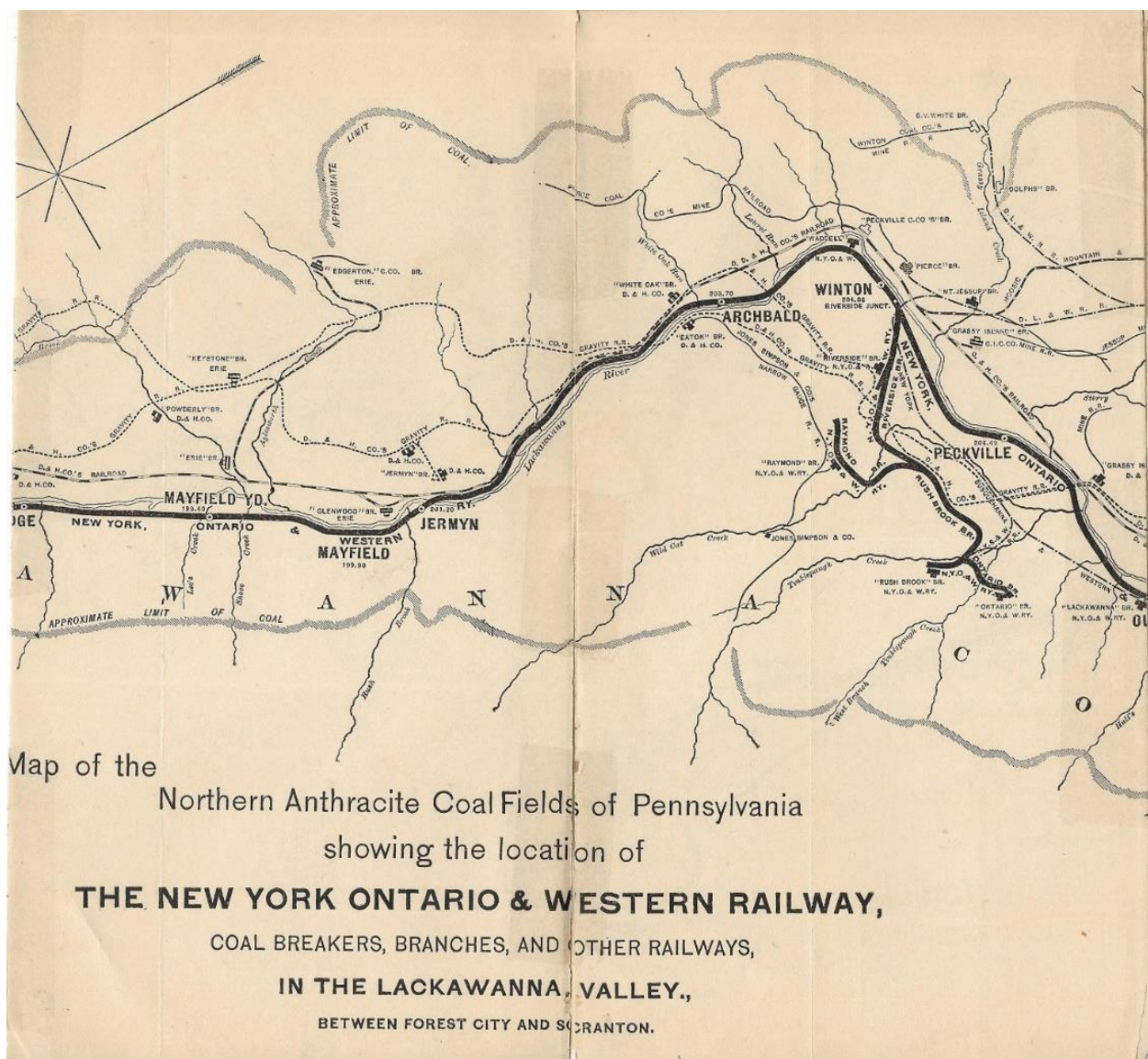
Walt:

Beautiful maps. Thank you very much.

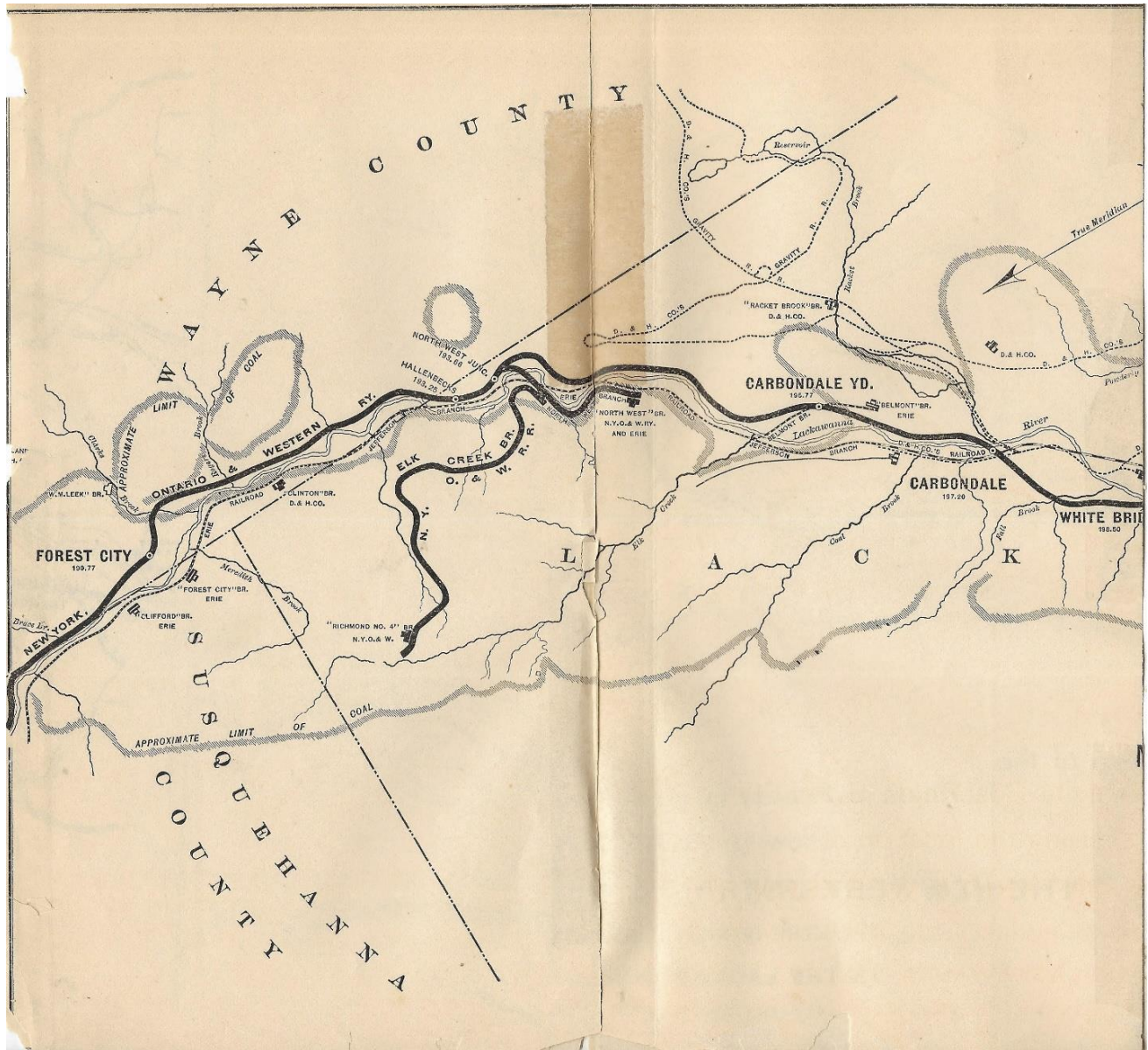
Robert

waltek6@optonline.net

Robert Glad you like it. I have another here some place that shows more will scan to you also. The first was in two parts my scanner bed is not long enough to do the full map.. Walt K.



Walter Kierzkowski, 02-24-2024: "The Russell B Breaker was off of the Northwest Junction branch of the O&W."



24. Breaker data from Walter K., April 14, 2024: The data in the five mhtml files listed below was synthesized by the Anthracite Coal Field website.



1902.mhtml



1903.mhtml



1904.mhtml

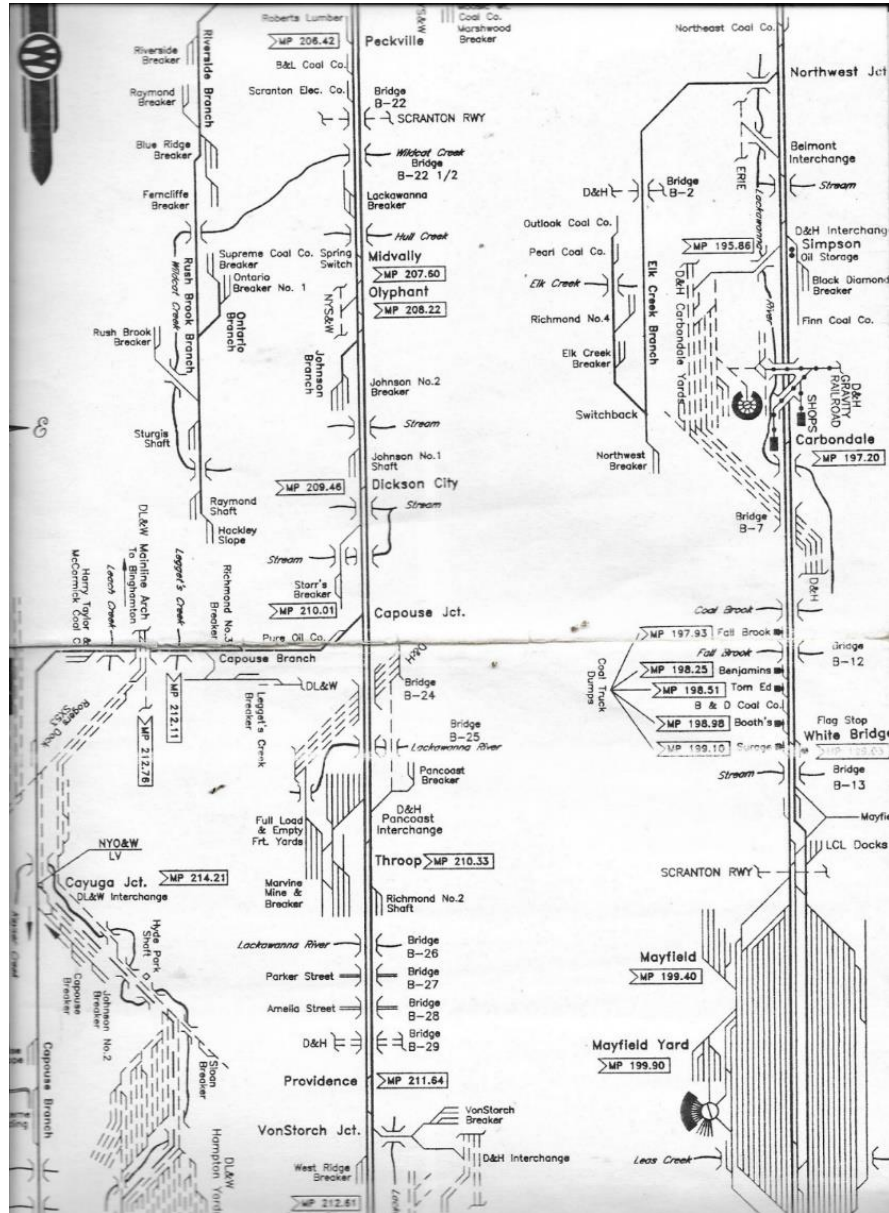


1905.mhtml



1906 Coal
Companies and Rail

Also from Walter K: Source of this chart?



S. Robert Powell <srp18407@gmail.com>

10:1
1 A
M

to feedback, bcc: Mike

June 18, 2024

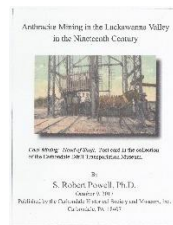
Dear Frank Adams:

Thank you for having created this extraordinary website on anthracite coal breakers in the northern coal field.

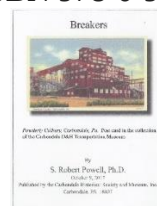
The Carbondale (PA) Historical Society and D&H Transportation Museum have a strong interest in anthracite mining and anthracite breakers, and over the years we have published (as DVDs) a lot of material on the question (see attached files).

Two of the volumes in our series of 24 volumes on the Delaware and Hudson Railroad (Volumes XVII and XVIII) focus on anthracite coal mining and anthracite coal breakers:

XVII: *Anthracite Mining in the Lackawanna Valley in the Nineteenth Century* (741 pages, illustrated, ISBN 978-0-9863967-6-2)



XVIII: *Breakers*, 710 pages, illustrated, ISBN 978-0-9863967-7-9)



The Carbondale (PA) Historical Society and D&H Transportation Museum would very much like to be listed as a "Related Site" on the homepage of the extraordinary website that you have created.

Sincerely,

S. Robert Powell, President
Carbondale (PA) Historical Society and D&H Transportation Museum

S. Robert Powell <srp18407@gmail.com>

10:
28
AM

to engrbreezy@yahoo.com

June 18

Breezy:

Thank you very much for the link to the Pennsylvania Northern Coal Field website.

Just now, I sent a message, given above (with a bcc copy to you), to the creator of the Northern Coal Field website.

We're all in this "history game" together, and we all need each other (AND CAN LEARN FROM EACH OTHER) all the time.

Best,

Robert

Fast action from Frank Adams



S. Robert Powell <srp18407@gmail.com>

11:
11
AM

to Mike Bischak

June 18, 2024

Breezy:

At 10:10 AM, I sent the email given above to Frank Adams (bcc copy to you)

Twenty-nine minutes later (10:39 AM), he replied:

Frank Adams <frank600@comcast.net>

10:
39
AM

to me

Dr Powell,

Thank you for your kind words. I am familiar with your work and apologize for not adding the Carbondale society sooner. The site has been updated.

Frank

Noon on June 18, 2024: The Carbondale Historical Society is now listed as a
“Related Site” on the home page of the Pennsylvania Northern Coal Field website.-

S. Robert Powell <srp18407@gmail.com>

to Frank Adams (5:33 PM)

June 18, 2024

Frank:

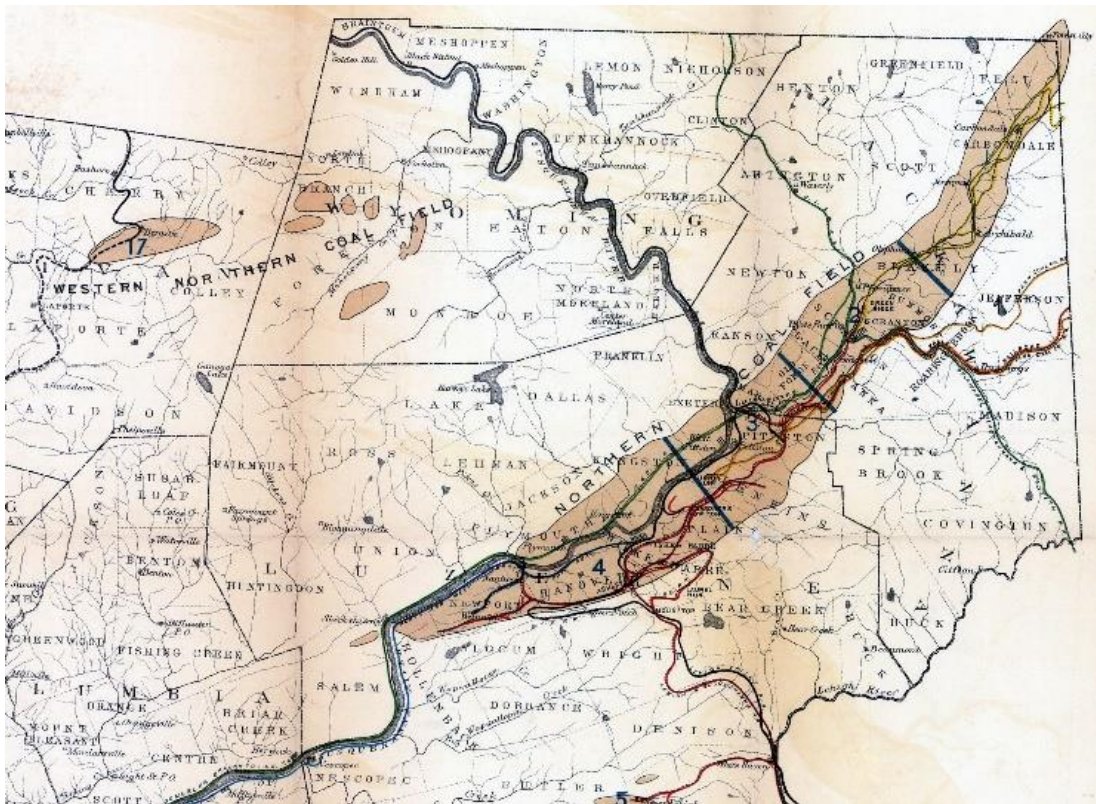
The Carbondale Historical Society is very pleased to be listed as a "Related Site" on the homepage of Pennsylvania Northern Coal Field website.

Thank you very much.

Sincerely,

S. Robert Powell

Map of Northern Coal Field downloaded from Anthracite Coal Field website.



This map, dated 1884, is in the collection of Penn State University. City of Carbondale (see the upper right-hand corner of the map).

25. D&H important date, April 23; SRP post in Delaware and Hudson Railroad Facebook group:

“April 23, 1823: New York legislature passed an act to incorporate "The President, Managers and Company of the Delaware and Hudson Canal Company." This New York law gave the Wurts brothers the authority (1) to open water communication between the Delaware River and the Hudson River (to construct a canal from Rondout on the Hudson River to Saw Mill Rift on the Delaware River) and (2) to purchase coal lands and to transport stone coal to the city of New York and elsewhere in the state of New York.

“Likes” from: Sam Botts, Jim Emerson, John Thorna, Edward Zech, Roger Durfee, Peter Dillon (“Happy 201 everyone !”), Cody Gonsauls, Carbondale Township, Pennsylvania Historical Society (“Excellent and precise information, thank you for the well done research. And happy 201st!”), Simon Fulleringer, Wayne George, Stan Nordberg, Sam Botts, Jim Emerson, John Thorna, Edward Zech, Roger Durfee, Peter Dillon

26. Welded rail, D&H group on Facebook, April 29, 2024:

Dave Deyo: The D&H Baldwin Sharks drag a welded rail train northbound here at the Thompson PA ex-ERIE passenger station. I followed this train for many miles from south of Ararat over the old Penn Division until it reached Nineveh Jct. to go north to Oneonta NY. DAVE DEYO PHOTO.



Passing Erie Depot at Thompson



Approaching Ararat Summit bridge



Lanesboro



Passing under NY 17 east of Windsor, NY



Going away from us at Ararat summit



Entire train in view here near PA/NY border on the way to Windsor NY.

27. How did Childs, PA get its name?, May 13, 2024:

Name: Mark Montella

Email Address: markmontella@gmail.com

Subject: Childs Pa

Message: How did the village of Childs in Carbondale Township get its name? Answer by Cody Gonsauls.

The village of Childs

S. Robert Powell <srp18407@gmail.com>

9:5
7 A
M

May 13, 2024

Cody:

E-mail received today in Carbondale.

I can answer Mark's question, but Mark should get the answer to his question from the CTHS and not from the CHS&M.

When you answer his question, add a "cc" or a "bcc" to me in your response.

Mark must have some family connection to Childs, and he will be a good addition to your mailing list.

Cheers,

SRP

Carbondale township Pennsylvania <carbondaletwppa@gmail.com>

11:
44
AM

to Markmontella@gmail.com, me

Good morning mark,

This is an email from the carbondale township historical society. We were referred your email request on information of the village of childs from the carbondale historical society. And where the origin began. We at the carbondale township historical society cover the township as a whole including: the village of childs, the bush(bushwick), and whites crossing/ salem mountain.

Though there has never surfaced an actual document stating formation of childs as a village yet, we continue to dig. But as word has been passed on and reference material we have been able to find from books on the local railroads and other historians i can pass along the following. The new york ontario and western railway had a devoted employee who went by the J.E. Childs. He had been employed by the o&w for a number of years in the 1880's and had left to seek other opportunities that required his skills at other railroads.

In the 1890's he was sought out to make a return to the o&w for his managing and financial skills among other very special connections he developed. He returned to what is now the village of Childs to be a manager on the Scranton division (opening in 1890) of the o&w railway. He would then go on to move up again to a senior supervisory role and have an office in New York at the more head office. From there he would stay employed until the 1910's and pass away a couple years after he retired. So the naming is

So in conclusion the legend of the naming is that the village was named after Mr. Childs for his in depth devotion to the o&w railway. Having said that most of the community was employed by the railway or an indirect connection to it, and viewed Mr. Childs with high regards. If you would like I could go forth and track these articles/passages down from our archives to forward to you. I also cc'ed Dr. S. Robert Powell of the Carbondale Historical Society on this email, as he referred it to us.

Thank you and any further questions, you are more than welcome to email us as well at this email. And check out our Facebook page Carbondale Township, Pennsylvania Historical Society for articles, pictures and even current events happening.

-Cody Gonsauls
Carbondale Township Historical Society President

Cody Gonsauls

11:
51
AM

to me

Good morning Robert,

I just emailed a response to Mark. And thank you for the heads up and letting us be the responding party to the inquiry. And I included you on the email as well.

Will talk soon
-Cody



S. Robert Powell <srp18407@gmail.com>

5:2
8 P
M

to Cody Gonsauls

5:08 PM, May 13, 2024

Cody:

Your response to Mark Montella's inquiry is first class! He will, I'm sure, be very pleased with the comprehensive nature of your response as well as the promptness of your reply. Thanks for adding me as a cc on your response.

Is the material in your response to Mark Montella "out there" on the Internet? If not, it should be.

Given the fact that J. E. Childs and the O&W are important figures in "local railroad history," I am going to add all this Childs correspondence/material to my *Addendum VII*. Is there a photograph that would be good at the head of this "Childs" material when I add it to *Addendum VII*?

It would be interesting to know why Mark is interested in the origin of the name of the village of Childs. Does he have an interest in the O&W? Is he related to the Childs family?

Best,

Robert

On Monday, May 13, 2024, Mark Montella <markmontella@gmail.com> wrote:
If you have the time I would appreciate the article you mentioned. I find this history very fascinating because everyone I ask has no idea. Not because they don't care they just know. Thanks again for your time.
Mark Montella

Cody to Mark

Carbondale township Pennsylvania <carbondaletwppa@gmail.com> 9:50 AM
(11
minutes
ago)

to Mark, me

Good morning mark,

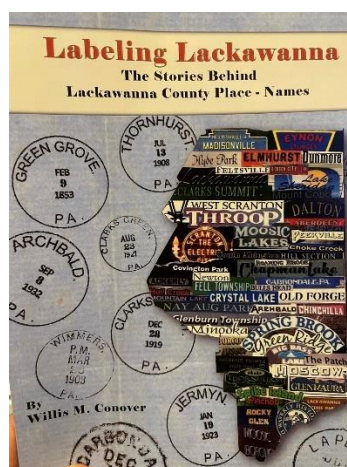
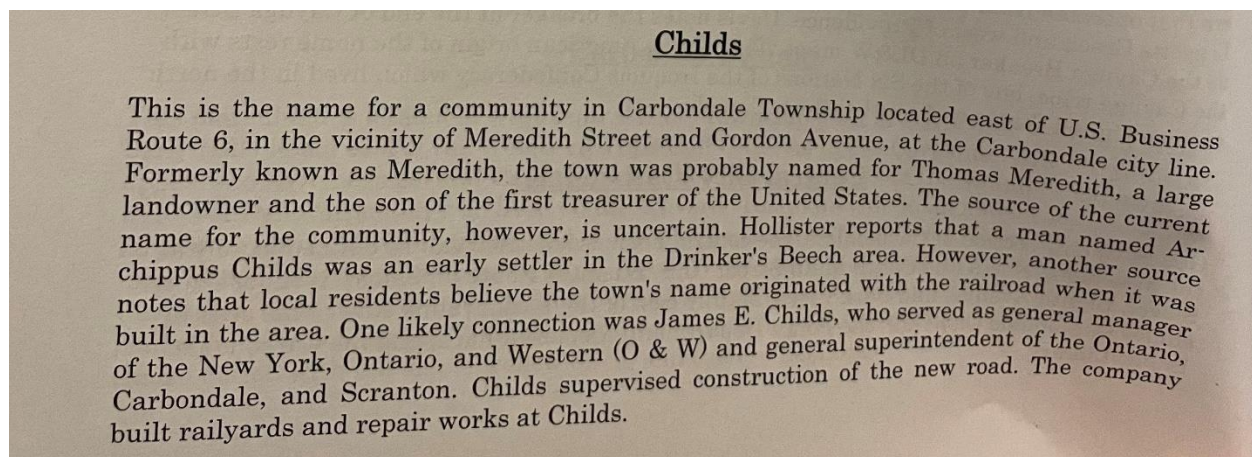
Below i will include two articles from two different books i was able to locate passages from last night on a history on Mr. James Edmund Childs. The first is from a book on the

ontario and western that just came out a year or two ago with profound information nowhere else published. The second was from a local author who did a book on all local places and names of lackawanna county "labeling lackawanna".

I will continue to dig to see if i have any other records known. As well as a photo i seem to can't locate at the moment.

Do you have a local connection with child's? We are located in child's and have quite a history for a small village. Was just curious if there was anything else i could send that might interest you.

Have a great day!
-cody gonsauls



The last three lines read something like this; "time required 140 working days or five months - ??? Feby 1st to complete work – with any better allowances for unfavorable weather. Yours Respectfully E. Canfield."

J. E. CHILDS; A CURIOUS ABSENCE

James Edmund Childs began his career in the railroad industry in April of 1865 as a member of the Engineering Corps which was involved in the surveying and construction of the New York & Oswego Midland Railroad, predecessor of the O&W. From 1869 until 1881, he filled engineering positions on five railroads spanning New York State to Wisconsin. On December 4, 1878, Childs was elected a Member of the American Society of Civil Engineers. He came to the O&W in 1881 as General Superintendent and also served as Assistant General Superintendent of the New York, West Shore & Buffalo Railroad during its construction.

He was promoted to General Manager of the O&W in 1886 and undoubtedly participated in the discussions and planning for the Scranton Extension. But then, in 1889, Childs left the O&W to become Assistant General Manager of the Lake Shore & Michigan Southern Railway. The O&W did not fill the vacated position on a permanent basis as General Counsel John B. Kerr was appointed Acting General Manager. However, "at the earnest request of its President and Board of Directors" he returned to the O&W the very next year "to forward and complete" the OC&S. If General Counsel Kerr was still serving in an acting capacity, then Childs' return should not have caused any disruption among the top managers.. (There is probably a significant story to be researched as to why Childs, who had participated in so many major construction projects on a half-dozen railroads, would leave the O&W at the time of the Scranton Extension project and then have to be lured back by top O&W management a year later while his former position was only filled on an acting basis. This relatively short departure from the O&W is mentioned by Canfield (see below) but not in a number of other biographies.)

Childs then stayed with the O&W for the balance of his railroad career and in 1904 was rewarded with the position of Vice-President and a seat on the Board of Directors while retaining the position of General Manager as well. He passed away on July 16, 1912. (E. Canfield, O&W's Chief Engineer at the time of the construction of the Scranton Line and who penned the three-page letter in this section, prepared a biographical memoir of Childs for Transactions, American Society of Civil Engineers 1914. Canfield rose to General Superintendent of the railroad, a position he held until his passing in 1916.)

On Monday, May 13, 2024, Mark Montella <markmontella@gmail.com> wrote:
WOW!!! That's so nice of you thank you...

11:29 AM

Cody Gonsauls

Robert:

Through some back and forth conversation with mark, i found out he lives in childs. Not only that but is a neighbor. During the time of covid and people moving in and out of town, he had moved to town. And not having formally met him, just going by i never knew his name. But now we are aquatinted and new connections made. He said he is originally from the hyde park section, so maybe i can learn some history on hyde park when i catch up with him for some coffee eventually.

Making new connections and uncovering new history.

-cody gonsauls

Photo of J. E. Childs from Cody Gonsauls, May 16, 2024:

Cody Gonsauls

6:1
3 P
M

to SRP

Robert:

Below is a photo i was able to locate of mr. Childs at a board meeting i presume. He is dead center and standing.

Cody

James E. Childs, General
Manager NYO&W Railway



Under the reign of these officers, the New York, Ontario & Western Railway emerged as a modern transportation system and efficient carrier of passengers, milk, coal, and general freight. In so doing, it distanced itself from the tarnished memory of the Midland. (left to right) Seated—John Kerr, vice president and general counsel; Thomas Powell Fowler, president; John Burton, treasurer. Standing—James C. Anderson, general freight & passenger agent; Edward Canfield, chief engineer (and later general superintendent); James E. Childs, general manager; Charles W. Lanpher, general superintendent (previously Northern Division superintendent); Richard D. Rickard, secretary; Thomas Tandy, superintendent of motive power. Collection of John Taibi.

S. Robert Powell <srp18407@gmail.com>

7:2
9 P
M

to Cody Gonsauls

May 16, 2024

Cody:

Great photo of nine O&W officials, including James E. Childs. Thank you. This photo will be a very nice addition to my *Addendum VII* (which will be published at the end of 2024).

About how old is Mark Montella? It would be nice if he were to become an active member of the CTHS.

I was pleased to see that the Carbondale Library's 150 anniversary dinner was the page one story of this week's *The Valley Advantage*. Bruce and I sat at the same table, and a photo of our table

made page one of the *Advantage*. There were 85 people at the dinner.

The lantern that sold for \$800 at the KLL show: The lantern was from what railroad?

I'm giving it my best to get as many visitors as possible to the CHS&M, and have produced the attached flyer, which I have sent to the manager of Hotel Anthracite, who responded enthusiastically to my email, to which I attached a copy of the flyer. A copy of the flyer will be inserted in the "welcome booklet" in each hotel room; copies will also be available at the front desk.

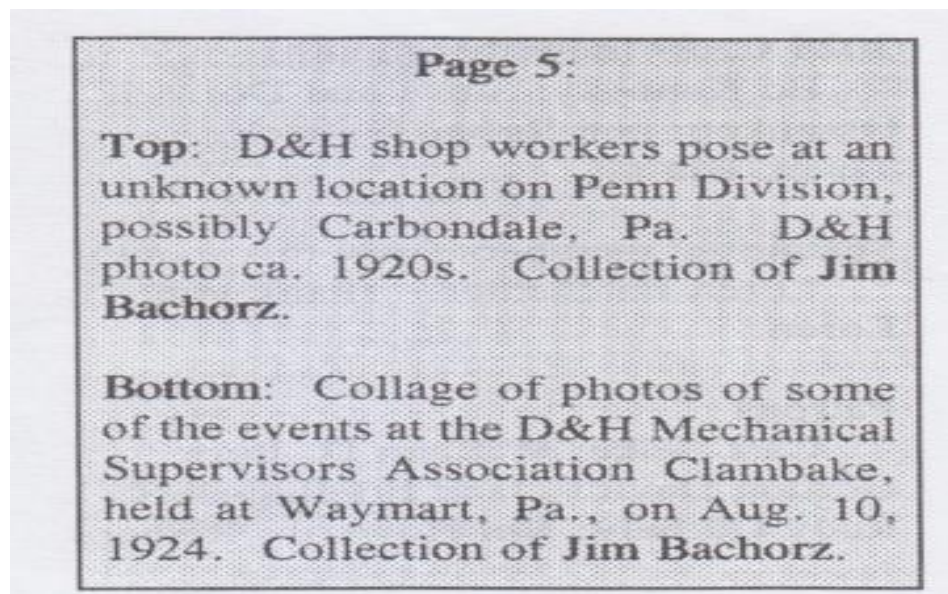
Show business. It's all about promotion and show business.

Best,

Robert

See Nos. 646 and 647 in 2024 SRP Journal

28. Photos from BLHS archives in the June 24, 2024 *BLHS Bulletin*: Many D&H workers/employees. No names





BLHS Bulletin - June 2024

5

Page 9:

Top: D&H workers pose outside a shop building on the Penn Division, possibly at Carbondale, Pa. 1920s D&H photo. Collection of **Jim Bachorz**.

Bottom: D&H roundhouse workers pose on the rear of a steam engine tender at an unknown roundhouse on Penn Division, possibly Carbondale. It's likely a 2-8-0. D&H photo, early 1920s. Collection of **Jim Bachorz**.



29. George Drury's history of the D&H; *BLHS Bulletin*, June 2024, pp. 34-35

Delaware & Hudson History Remembered

by George Drury

Delaware & Hudson history dates from 1823, when the Delaware & Hudson Canal Co. was chartered to build a canal from Honesdale, Pa., to Rondout, N.Y., on the Hudson River. The canal would carry anthracite coal from mines near Carbondale, Pa., to New York City. The mines would be served by a gravity railroad with stationary engines and cables for the uphill runs.

D&H imported four steam locomotives from England in 1829. They proved too heavy, but one, the *Stourbridge Lion*, earned D&H the distinction of operating the first steam locomotive in America.

D&H increased its coal holdings as the demand for anthracite grew. In 1863, the company proposed a railroad north from Carbondale to a connection with the Erie Railroad at Lanesboro, Pa. The Erie built the Carbondale-Lanesboro line in 1868, and three years later, the D&H extended it north to a connection with the Albany & Susquehanna at Nineveh, N.Y. D&H leased the A&S for access to Albany and to keep it from falling into the hands of Jay Gould and Jim Fisk.

About that same time, D&H built south to Scranton from Carbondale and found itself more a railroad than a canal company, but a railroad with three track gauges. The gravity lines had a 4-foot, 3-inch gauge, the Albany & Susquehanna was built to the Erie's 6-foot gauge, and the Carbondale-Scranton line was standard gauge.

Rensselaer & Saratoga

The Rensselaer & Saratoga Rail Road was chartered in 1832 to build a line from Troy, N.Y., north to a connection with the Saratoga & Schenectady, which was under construction from Schenectady north to Saratoga Springs, N.Y. The R&S obtained control of the S&S in 1835. Construction of the Saratoga & Washington Rail-Road began in 1836, but

the railroad did not reach Whitehall, at the south end of Lake Champlain, until 1848. An eastward extension reached Rutland, Vt., in 1850. The company endured some financial difficulty before being leased by the Rensselaer & Saratoga in 1865, the same year the R&S also leased the Troy & Rutland and Rutland & Washington railroads, which formed a route from Troy north along the New York-Vermont state line to Rutland.

North to Canada

The Hudson River and Lake Champlain formed a natural route from New York [City] to Montreal, but it was unusable in winter. A rail route through Vermont was in place by 1849, but there was none on the New York shore of Lake Champlain. In 1852, the Plattsburgh & Montreal Rail Road and two Canadian roads were completed from Plattsburgh, almost at the north end of the lake, to Montreal. There was little local business to support it.

In 1866, the Whitehall & Plattsburgh Rail Road was chartered to join Whitehall and Plattsburgh. Two disconnected pieces of line were built, and the company was leased by the Rutland, which sought a route to northern New York and Canada that bypassed the Vermont Central. Soon afterward the VC leased the Rutland.

New York residents knew that power struggles by the two Vermont railroads would not get a railroad built through their area, and the Vermont roads would funnel commerce to Boston, not New York City. The D&H backed local residents in organizing the New York & Canada Railroad, which absorbed the Whitehall & Plattsburgh and the Montreal & Plattsburgh (successor to the Plattsburgh & Montreal) in 1873. The line was opened between Whitehall and Plattsburgh in 1875, completing an Albany-Montreal route.

In the 1880s, the D&H built west from Plattsburgh to an iron-mining

area at Lyon Mountain, then south to Lake Placid. By 1900, D&H's interests included hotels and steamboat lines on Lake Champlain and Lake George, and a network of electric railways around Albany. In 1898, D&H sold its interests in the Rutland, sold the canal, and converted the gravity railroad to standard gauge.

Two railroads in Canada came into the Delaware & Hudson family. In 1906, D&H purchased the Quebec, Montreal & Southern, which extended from the border to St. Lambert, opposite Montreal, then northeast to Pierreville, Que. More important was the 28-mile Napierville Junction Railway, opened in 1907 from Rouses Point, N.Y., on the border, north to Delson and connections with Canadian Pacific and Canadian National (to use modern-era names).

The Loree era of Delaware & Hudson history

Leonor F. Loree became president of the D&H in 1907 after working on the Pennsylvania and the Baltimore & Ohio. He undertook an upgrading of the D&H, but he had definite ideas about locomotives. He shunned most advances in steam locomotive technology – the initial demonstration of Lima's Super-Power concept took place practically under his nose – and pushed the Consolidation type to its limit. The road's traffic was primarily coal, not a time-sensitive commodity, and speed was secondary to tractive effort.

By the time Loree retired in 1938, oil had begun to replace coal for heating, so D&H turned its attention to developing bridge traffic (traffic received from one railroad and passed to another) from the Midwest to New England and Canada. To accelerate its trains, D&H bought two groups of modern locomotives: 4-6-6-4s for freight and 4-8-4s for dual service. They arrived on the property just in time for the traffic increases of World War II.

66

30. New item for Carbondale Township Historical Society, May 22, 2024, Bethlehem Steel cerate/box sent to Powderly Colliery, Carbondale, PA

C

Cody Gonsauls

May 22,
2024,
7:04 PM

to SRP

Robert:

As a follow up on the new items the carbondale township historical society had procured lately are as followed.

1. A crate box for the bethlehem steel that was stamped to be delivered to the powderly colliery in carbondale ,pa.
2. A token for the galaxy restaurant for 1 drink. The galaxy was located in the building where city electric and the petal pusher flower shop is now. It closed in 1985 and sold by us marshall's office.
3. A token for 10¢ in trade for salvatore's restaurant. This was where rosliano's is now and the former merilake winery.

I also cc'ed you on my response to ioanna on the brookside inquiry as well.

Back to digging!

-cody

"BETHLEHEM STEEL CO. LEBANON PLANT LEBANON PA
POWDERLY COLLIERY CARBONDALE PA





Harmony and
Disharmony, 1860s-
31.



Harmony and
Disharmony, 1876-18
32.



Harmony and
Disharmony, 1897.d
33.

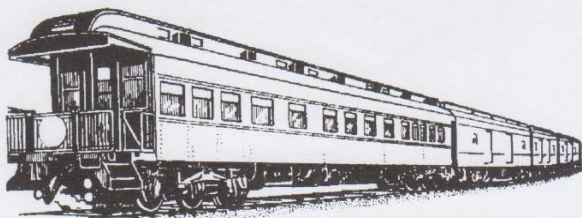


Harmony and
Disharmony, 1900.d
34.



Harmony and
Disharmony, 1902, I
35.

See, below, Steve Wagner's report in September 2024 BLHS issue, p.34. about Teddy Roosevelt's comments on labor



Open Platform Observations

by **Steve Wagner**

CCCCXXI: "Lazy, Hazy Days of Summer" – This month's subtitle ...

... is the "catch" of a song popularized by Nat King Cole a few decades back. Given my dislike of truly hot weather, I do not share the sentiment expressed in one of its other lines: "I wish that summer could always be here".

Our July issue

Some readers may not have realized that the Anthracite Coal Strike Commission, whose proceedings **S. Robert Powell, Ph.D.**, reported in his column, was appointed by President Theodore Roosevelt in response to the refusal of the managers of the hard coal mining companies to negotiate with their workers. "TR" had been infuriated by the attitude exemplified in the widely reported statement by George Baer, a lawyer who was also head of the Philadelphia & Reading Railroad, which like the D&H and other anthracite-hauling lines also still owned mines. Baer had said, "The rights and interests of the laboring man will be protected and cared for, not by the labor agitators, but by the Christian men of property to whom God has given control of the property rights of the country, and upon the successful management of which so much depends". In his closing statement for management to the Anthracite Coal Commission, of which he was a member, he said of the mine workers, "These men don't suffer. Why, hell, half of them don't even speak English".

Theodore Roosevelt grew up in a wealthy New York City family, and was a Republican until 1912, when he tried to return to the U.S. Presidency as nominee of the Progressive – known as the "Bull Moose" – Party. However, while serving in the New York State Legislature and as police commissioner for New York City, he learned how poor people actually lived. President Grover Cleveland, a Democrat who had been a lawyer for the New York

Central, mayor of Buffalo, and New York's governor, used troops to quash the Pullman strike in the 1890s. The first TR was the first U.S. president to intervene in a labor dispute on the side of the workers.

the rich, favored high tariffs, and opposed stricter government regulation of the stock markets. Many economists regard those policies as having been major causes of the 1929 stock market crash and the Great Depression. The article notes that Andrew Mellon resigned when facing impeachment for corruption, but does not mention that his donations of great works of art became the basis of the Smithsonian Institution's National Gallery of Art in Washington, DC.

Timothy Mellon

The lead paragraph of a long article in the July 29 *New York Times* by Alexandra Berzon and Mike McIntire, was "Timothy Mellon, a wealthy banking heir and rail-

Steve Wagner comment on my article

\$75 million to support ex-President Trump's campaign and \$25 million to Robert F. Kennedy Jr.'s independent campaign for the presidency; he is the largest individual benefactor of both.

As a young adult, he was politically liberal in the modern U.S. sense of the term. For instance, he made a campaign contribution to U.S. Senator Ted Kennedy. However, he became increasingly critical of the U.S. government and various causes in the 1980s, though he did not begin to make large scale political contributions until 2010. He has financially helped many candidates he had not met before doing so. He has been involved in many court cases, rarely speaks with journalists, and declined to be interviewed for the article.

The article reflects the hostility of the management of prominent newspapers toward Trump and his followers. The article details the poor environmental record, financial shenanigans and labor disputes of the Guilford Rail System and Pan Am Railways, with which most D&H fans likely are familiar. It also discusses Andrew Mellon, Timothy's grandfather, who had grown wealthy as an industrialist based in Pittsburgh (running major enterprises including Gulf Oil), who died before Timothy was born. As U.S. Secretary of the Treasury under Presidents Harding, Coolidge and Hoover, he advocated tax cuts for

Good news about a stationmaster

An article in the July 3 *Boston Globe* stated, "At 83, she still keeps things running on schedule: In Castleton, VT, Mary-Ann Jakubowski operates the ... station, serving Amtrak and her community". She has lived in the town most of her life. Her parents bought the depot in the 1960s and ran a music shop there selling organs and pianos. Her father, Cecil Ducharme, modified some of the instruments to play in honky-tonk style. For 20 years, students from the nearby university would come by in the afternoon to get their instruments fixed and to jam with her father, who played violin and saxophone.

After her parents and brother died, Ms. Ducharme and her husband inherited the building. They restored and proposed to Amtrak that its *Ethan Allen Express* stop there; it has done so since 2010. During the Covid-19 pandemic, what had been the sales room for organs and pianos was turned into an apartment. Ms. Ducharme worked as an EMT for 16 years; she continues to lead "Bone Builders" workout classes twice a week at the local community center.

Rail labor groups for nationalization

On July 1, trains.com reported that a 98-page report, "Putting America Back on Track: The Case for a 21st Century Public Rail System, arguing for public ownership of Class 1 freight railroads in the U.S., had been published, "funded by Railroad Workers United, through the Railroad Workers Education & Legal Defense Foundation, as well as the John L. Hammond Fund". I had never heard of those outfits, but the report itself looks well worth studying as an attempt to stir serious consideration of its subject. It basically argues that for economic and environmental reasons the need for substantial improvements in the nation's rail freight system deserves more investment than privately-owned railroads



Harmony and
36. Disharmony, 1902, I



Excerpts from the
37. Minutes of Board of



Excerpts from the
38. Minutes of Board of



Excerpts from the
39. Minutes of Board of



Excerpts from the
40. Minutes of Board of



Excerpts from the
41. Minutes of Board of



Excerpts from the
42. Minutes of the Mee'



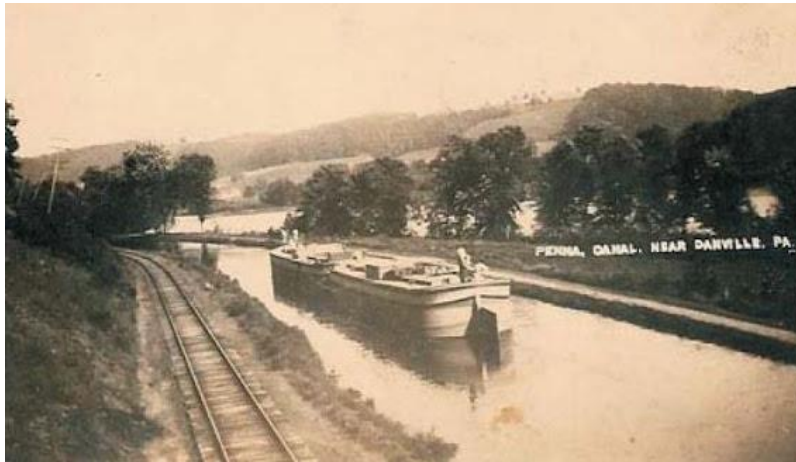
Excerpts from the
43. Minutes of the Mee'

44. North Branch Canal, basic facts, posted on Facebook, June 2, 2024:

Facebook, Sunday June 2, 2024: *Valley Girl Views*

Thursday, October 27, 2022

When The Susquehanna Valley Had A Canal - The North Branch



The North Branch Canal was built in 3 segments.

The first segment was begun in 1828 and completed in 1831. It ran 55 miles from Northumberland to Nanticoke Falls. In 1834, the 17 mile Wyoming Extension began, running past Wilkes Barre to Pittston. An additional extension of 97 miles from Pittston to the New York State line was completed in 1856

45. Little Starrucca and the Harpursville trestle: see SRP article “The two Trestles on the Jefferson Branch of the Erie Railroad



The Two Trestles
on the Jefferson Bra



The Two Trestles
on the Jefferson Bra

Little Starrucca:



1909 O. J. McDuff photo of Little Starrucca that was posted on the D&H Facebook group on April 24, 2019 by Hans Moelder



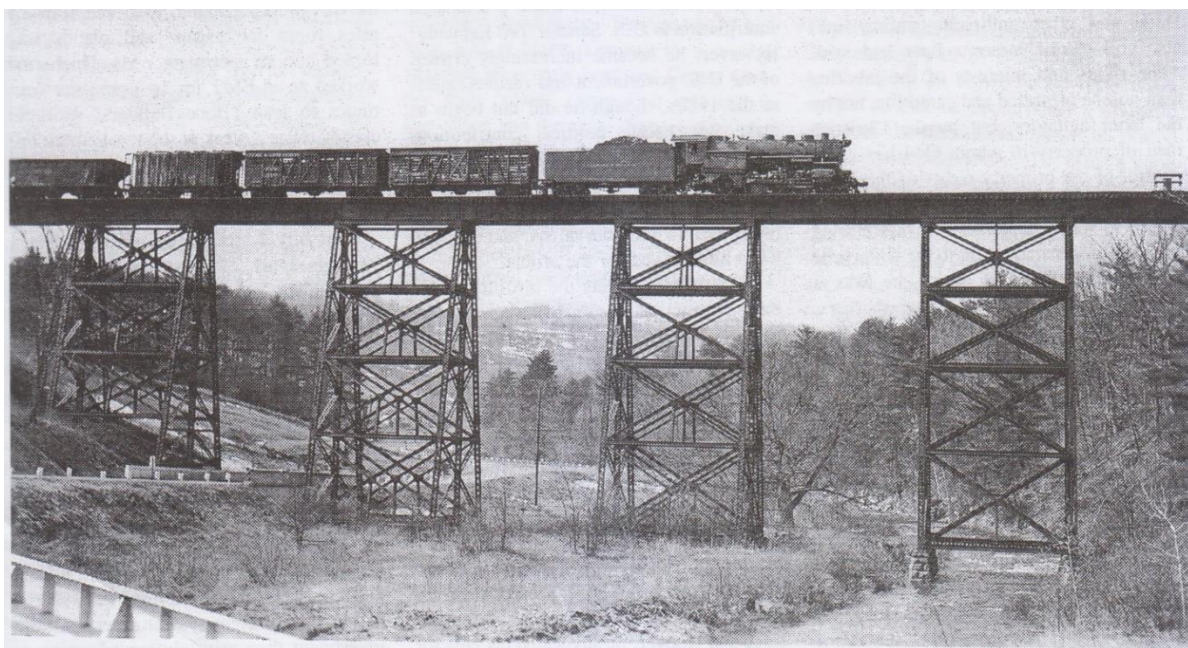
“Little Starrucca: on the Jefferson Branch of the Erie was 7.5 miles north of the Thompson station. This trestle, called by many “Little Starrucca”, was eighty-six feet high and 480 feet long, across the Buck Creek ravine. The Erie Railroad identified this bridge as “Trestle No. 2¾ Jefferson Branch.” On D&H valuation maps, this bridge is identified as “Bridge No. 11.65” (11.65 is the mileage from this site to Jefferson Junction).

This photo is in the Milo Gardner collection at the Carbondale Historical Society. This may well be the oldest photograph in existence of this trestle. Notice the very early engine (possibly a Baldwin 4-4-0) at the head of this train, in which there are a baggage car, a mail car, and three or more passenger coaches. The trestle shown here is made of steel.



Shown here, on the left, is a frequently published photo of Little Starrucca in the Buck Creek ravine. On the right is Buck Falls, in the Buck Creek ravine; photo published in the D&H Facebook group on 12-28-2019.

Harpursville trestle:



D&H 2-8-0 1118 with a freight, including a couple of C&NW stock cars on the head end, c. 1950, Vic Neal photo, collection of William D. Burt. Mr. Burt's guess is eastbound on the Harpursville trestle. (*BLHS Bulletin*, September 2024, p. 33.



Shown above are two photos of the Harpursville trestle.

46. Four Pennsylvania Division photos from Jim Bachorz May 2024: Large groups of D&H workers, no individual identifications



D&H Carbondale Yard, c. 1920; photo reproduced in BLHS Bulletin, June 2024, p. 9



D&H Carbondale Yard, c. 1920; photo reproduced in BLHS Bulletin, June 2024, p. 9

The two photos given above were sent, on June 8, 2024, to all Carbondale Historical Society members, with this message: “These two photos were taken in the Carbondale D&H Yard, probably in the 1920s, and we are hoping to learn more about them: Paint shop? Maintenance of Way? Telegraphers? Track workers? / Is your father, uncle, grandfather in either of these photos? Any help would be much appreciated.”

John Bifano replied: “My grandfather Giuseppe Epifano was a water tender in the mid 1910s, a hostler's helper in the 20s and then a yard hostler late 30s till he retired in 1955 or 1956. His two brother in laws, Giuseppe Mancuso who was the brother of his wife Fenicia aka Fannie Mancuso, and Antonio Mendicino, wife of Francesca Maria Mancuso, sister of his wife Fannie, were also yard hostlers in the 40s and 50s.

The attached pic is from 1952. Seated not kneeling third from left my uncle Joseph Bifano, Jr who would become an engineer, and fourth from left my uncle Frank Bifano who would eventually become a foreman at Triangle Pacific. My father Sam started as a brakeman in the late 30s, then became a fireman in the late 40s and an engineer in the early 60s who worked out of C'dale, Hudson Yard, and Green Ridge."

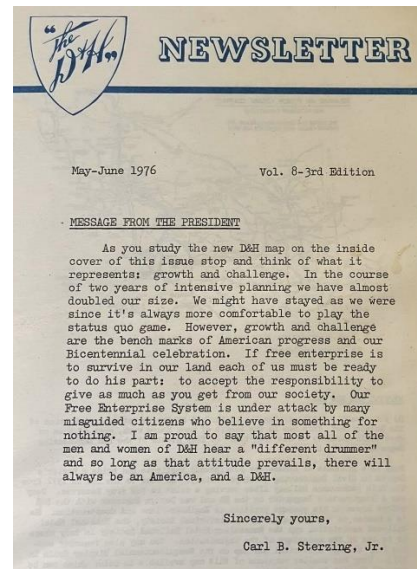
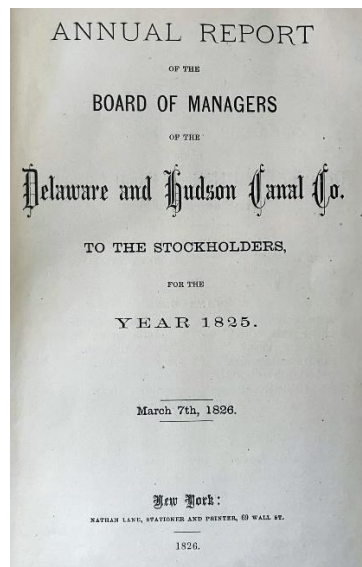


D&H Carbondale Yard, roundhouse workers, c. 1920s; Photo reproduced in BLHS Bulletin, June 2024, p. 5



D&H, Mechanical Supervisors Association clambake, August 10, 1924, Waymart, PA. Photo reproduced in June 2024 BLHS Bulletin, p. 5

47. Hal Raven material on D&H Facebook page, June 10, 2024. **Hal T. Raven:** Some more good stuff.

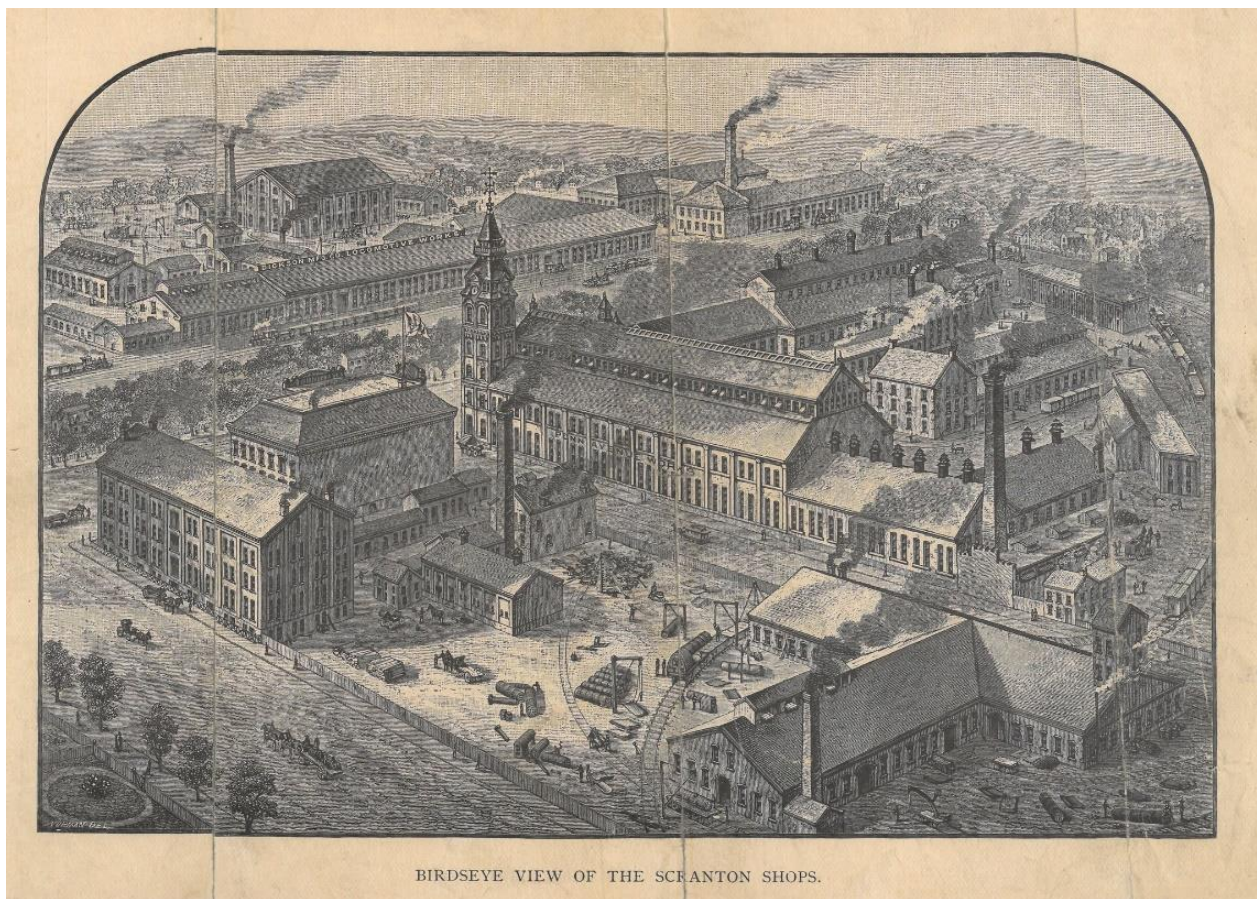


RE:” Sterzing letter: Peter Dillon comments: “CBS always had a steadfast message of how all the employees make D&H viable.”

RE: Sterzing letter and 1825 D&H Annual Report: SRP comment on both items: “The Sterzing letter from 1976 is a VERY INTERESTING document, as is, I'm sure, the 1825 D&H Annual Report. How can I get a copy of the complete 1825 annual report? Is it a pamphlet or is it included in a substantial bound, hard-cover volume? I will attend the BLHS luncheon this Fall, which will probably be held in Oneonta.

Hal T. Raven (response regarding the 1825 D&H Annual Report): hard cover book. We have many volumes. SRP comment, not posted: “Not the response that I was hoping for from Raven. I'll have to look elsewhere for the 1825 D&H Annual Report.”

48. Dickson Locomotive Works, post by the Lackawanna Historical Society on June 11, 2024





“The Dickson Manufacturing Works, established in 1856 on Vine Street and Penn Avenue, was once a bustling complex of more than a dozen industrial buildings, encompassing "shops, machinery, and workmen for every process from the reception of pig iron, lumber, steel, plate iron, brass, and other raw materials to the delivery of finished engines, boilers, machinery, and locomotives, packed and cased on board for transportation to all parts of the world." Today, only the erecting shop remains, and it is no longer known for heavy equipment but for paper.”

The Dickson Manufacturing Company began with 30 employees and a contract to build engines and boilers for the Delaware & Hudson. By 1890, the company had more than 1,200 employees and was producing 100 locomotives per year, as well as other equipment for mining, steel mills, and waterworks. A Dickson locomotive was still operating in Honduras in 1967, decades after the company closed in 1901

Tim Granahan: The buildings shown (photo no. 2) are not where steam locomotives were produced. The building on the right were the offices,, the building in the middle was the foundry and the furthest was the warehouse. Only the foundry building survives. This plant produced the smaller engines for mine operations.

In 1901, Dickson ceased in name. Their locomotive division, which is where the Steamtown parking lot is combined with other plants to create the American Locomotive Company (ALCO). Production ceased in Scranton around 1909. The Vine Ave Works was sold to Allis-Chalmers and continued operation until I believe the 1940's when Allis-Chalmers ceased operation. Both Vine Street and the Locomotive works properties were used as warehouses, the Locomotive works buildings survived until Steamtown tore the buildings down on their site for parking.

49. D&G Gravity Railroad passenger coach, D&H Facebook group, June 12, 2024
Northeast Narrow Gauge Railroad Society, Inc Justin Hughes

Delaware & Hudson Canal Company

In 1899 hoppers were burned but the coaches and boxcars were made available without trucks and couplers to those interested for various uses. Not all would be sold but a lucky few left Carbondale yard before being consumed by fire. Coach 3 would be the eldest to escape being built in January of 1867, despite only 32 years of service she was hauled by team horses up the hill above Blakeley PA. From there she was mostly unchanged less tar paper roofing and some new siding on the one side. Always on blocks she was eventually placed on a farm trailer by a book author whom collected some of the remaining cars and published a paper on them in the 1990s. From there she was cleaned up a bit but left untouched. She was donated to the Borough of Blakeley in 2019 to be restored as a monument. However the man in charge unfortunately and sadly passed away during 2020 and a drunk drive hit the car later on. In 2022 a member of the Dallas rotary club spotted her and reported it to Anthracite Trolleys Inc (Wilkes Barre trolley 790) in Swoyersville. Matt Stegura and James Baut when getting equipment from the Electric City trolley museum stopped up and saw the car. Matt told his friend Matt Gromala who then fronted the idea to the borough in which they spoke to the donor and both agreed to hand the car to us if we had a non profit. Well we knew a guy who ran this one.

Gravity coach in Peckville, D&H group, Facebook, October 13

Northeast Narrow Gauge Railroad Society, Inc
(posted on October 13, Delaware and Hudson group on Facebook)

Darren E Hadley Delaware & Hudson Railroad

Update on our 1867 D&H Canal Co. narrow gauge coach. Some stabilization work has taken place but we need volunteer help ASAP!

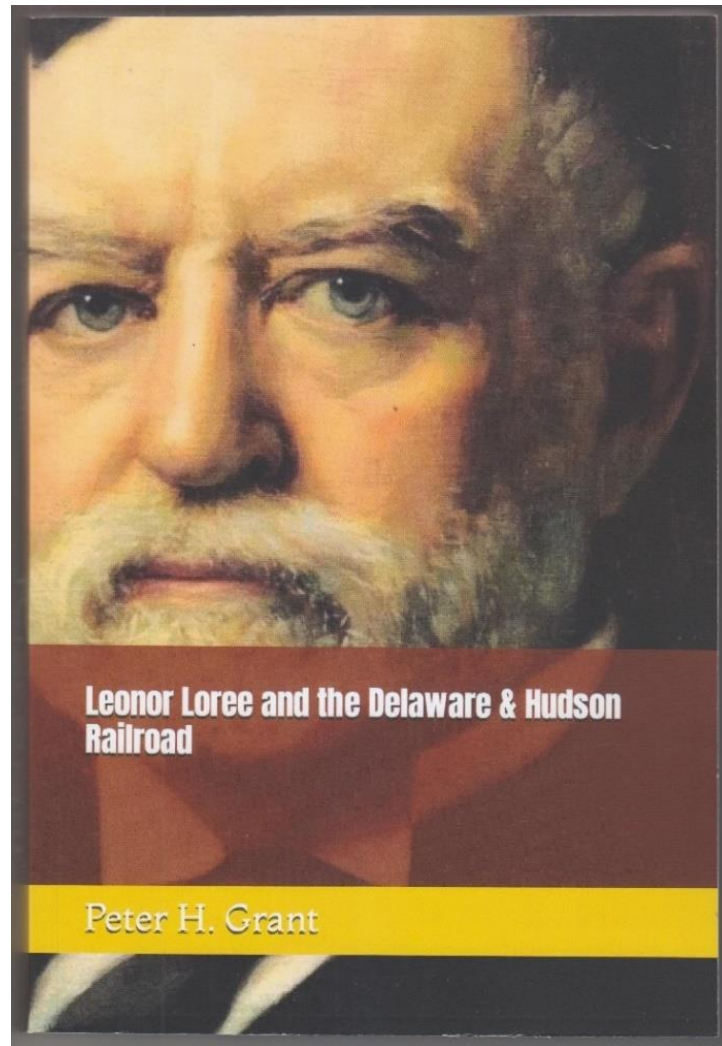
Before we can move the car to its new indoor storage, we need to stabilize one car side wall, or remove it completely and shore up the roof. We are looking for one or more experienced carpenters with tools to help us get the job done before November 15. The car is located in Blakely, PA near Scranton and must be moved from its current location by December 1. Please contact us by PM with your interest. We will work with you to set up work days and times that fit your schedule. We'll supply lumber and other needed materials and lunch.



50. Coal Companies and Railroads, 1902-1906



51. The Rail-Trail Council announced (June 19, 2024, Facebook, D&H group) the publication of Peter Grant's book on Leonor Loree and the Delaware & Hudson Railroad:



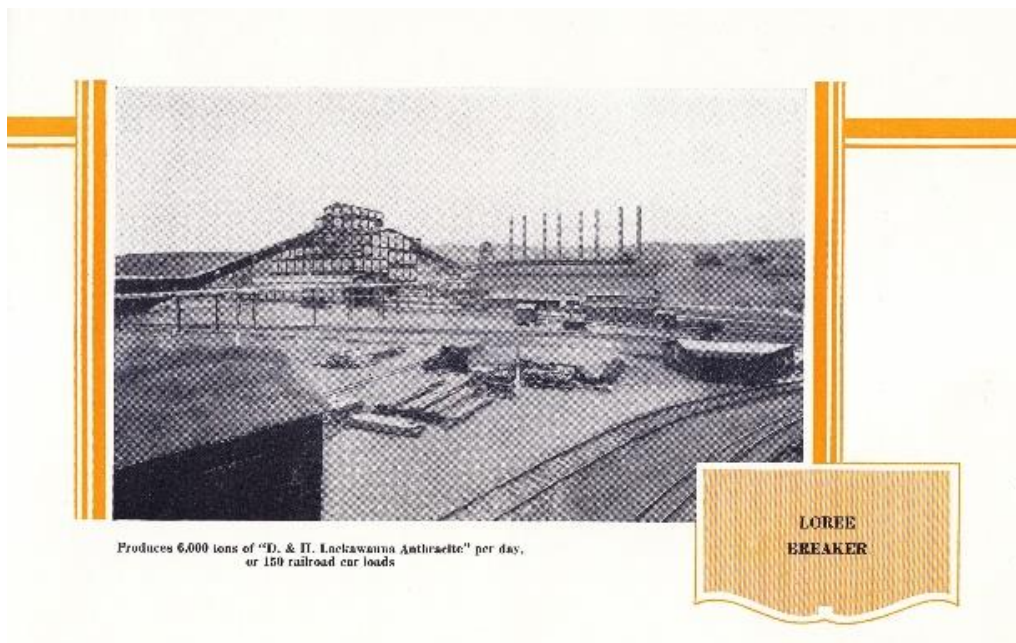
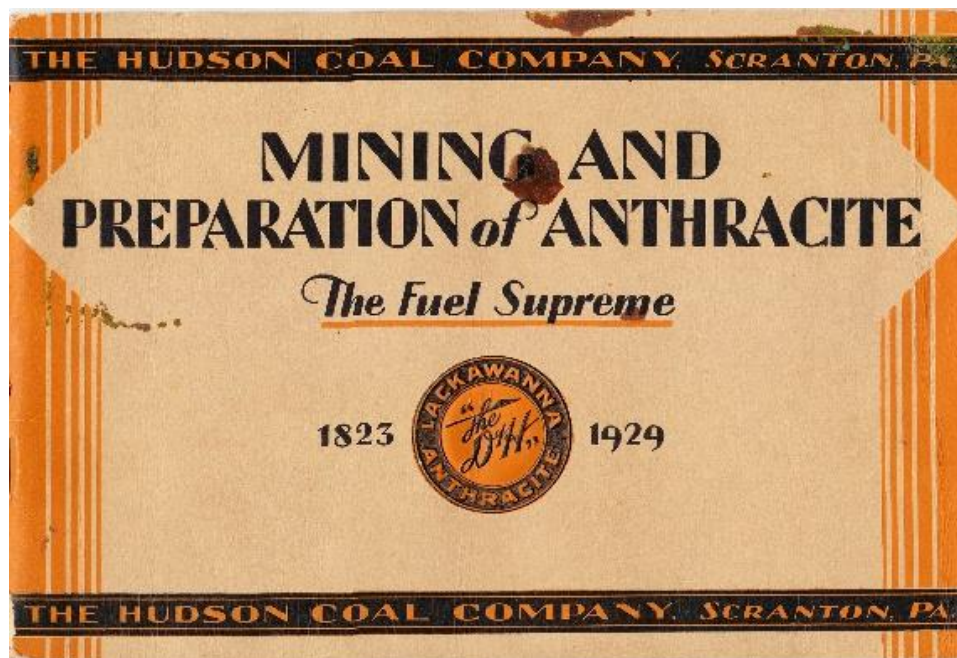
Carbondale Historical Society & Museum, Incorporated, June 19, 2024:

The "Foreword" to this important new book on Leonor F. Loree was written by another D&H historian (S. Robert Powell from Carbondale) who, over the years, has also contributed a lot of material to the Rail Trail Council's newsletter. At Peter Grant's request, Powell is now writing a review of this book on Loree for Amazon.

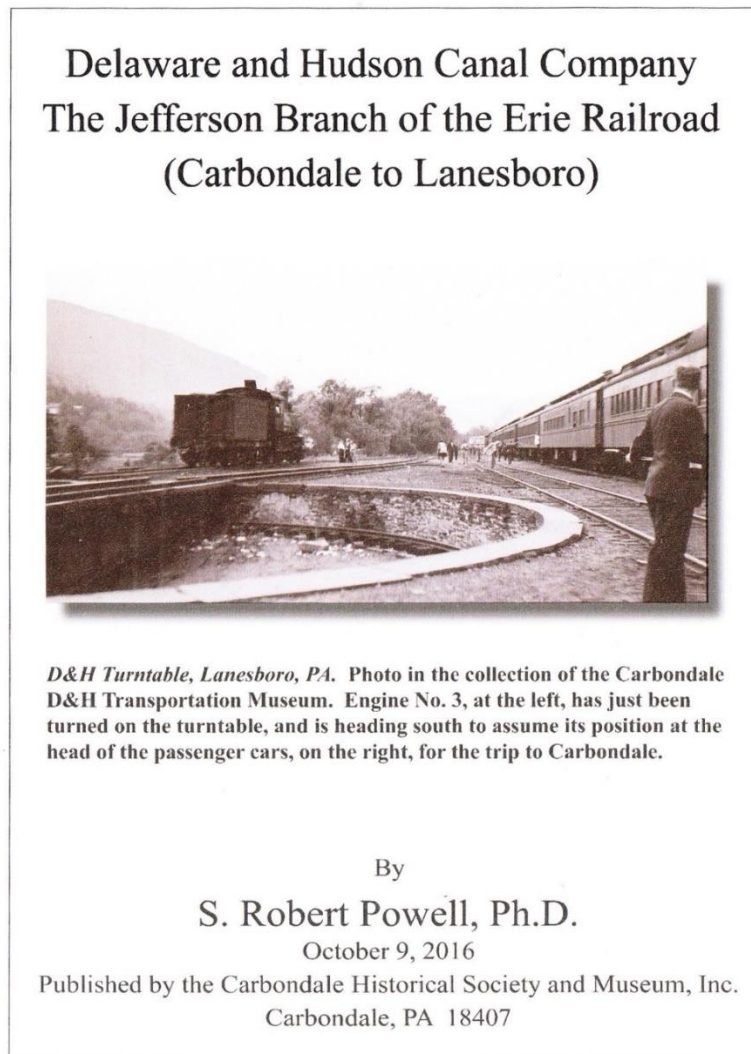
Rail-Trail Council: Love the collaboration!

Bert Prohaska: The Loree Coal Colliery of the Hudson Coal Company was located in Larksville, Pennsylvania where several of the older men in my family worked, including one who was killed there.

More on the Loree Breaker by the [Carbondale Historical Society & Museum, Incorporated](#): "On January 22, 1919, Plymouth Breaker No. 5, built of wood, caught fire and was destroyed. A new breaker--the Loree Breaker--was built on the same site. The new all-steel breaker, the Loree Breaker, opened in June 1919, 131 days after the old wooden breaker burned to the ground. The Loree Breaker could process 6,000 tons of anthracite a day (150 railroad car loads). In 1921, the Loree breaker prepared 1,502,180 long tons for market, a world's record."



52. **Turntable at Lanesboro:** Shown below is the front cover photo of S. R. Powell's Volume XI. A copy of this photo was lent to the Rail Trail Council for a proposed sign at the turntable site.



Lynn Conrad, Rail-Trail Council of NEPA nepatrails@gmail.com, March 7, 2024:

Dr. Powell,

As I finish up my Jeff Junction and Lanesboro turntable sign, I think an estimate of the date of your picture of the turntable would help. I'm guessing before 1917, as the other pic shows it in disrepair. Thanks so much.

Response from **Silas Robert Powell**: “The photograph in question is an early twentieth century photo. Given the fact that the turntable is not shown on a 1918 map of the area but it is shown on a 1937 map of the area our photo was, to be sure, taken between 1918 and 1937 which, therefore, means that it is, in fact, "an early twentieth century photo" of the Lanesboro turntable, Engine No. 3, and a cut of passenger coaches.

Lynn Conrad then shared the photo with members of the Rail Trail Council and asked their opinion as to when the photo might have been taken. She added: “The photo is from Dr S. Robert Powell, an early D&H Gravity / steam-line / Jefferson Branch scholar. I have always trusted his collections/expertise.”

53. Molly Maquire nonsense, posted on Facebook, June 21, 2024

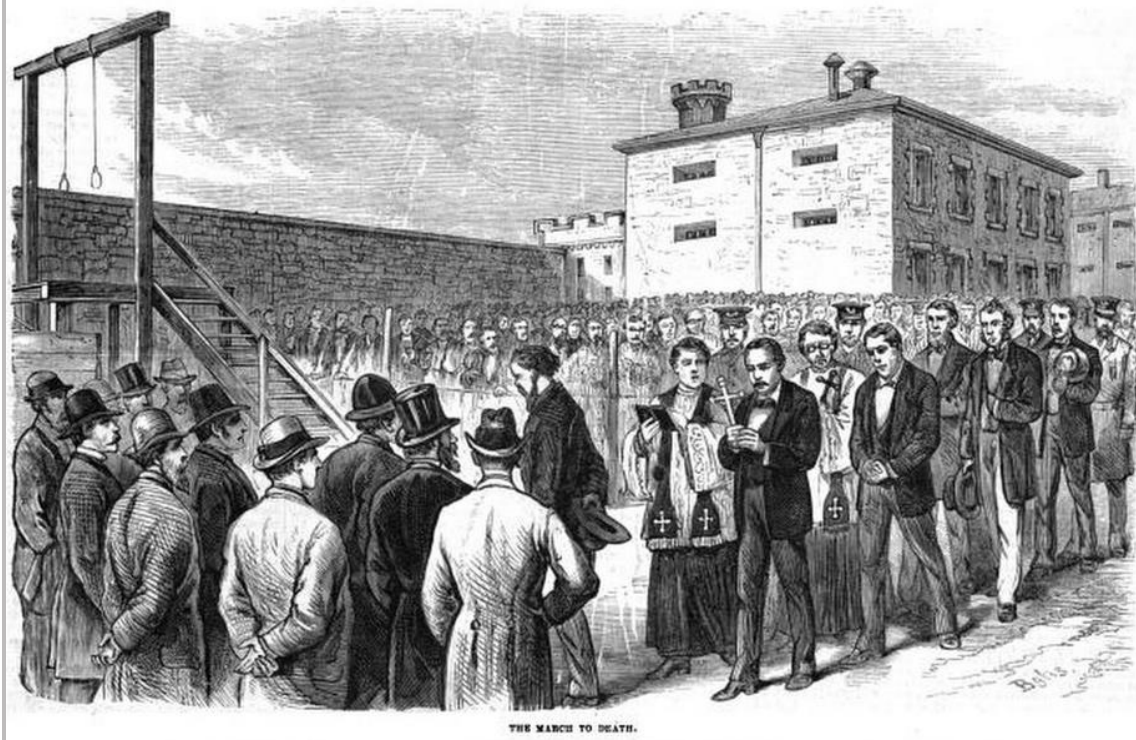
Michael Dunn says that the Molly Maguires never existed. See (below) *Harmony and Disharmony in the Anthracite Coal Fields, 1860s-1877* by S. Robert Powell, Ph.D.

The Myth of the Molly Maguires

By Michael Dunn / April 13, 2024

The Day of the Rope

The Myth of the Molly Maguires became international news on June 21, 1877, when the authorities hanged ten Irish miners in a single day in Schuylkill County, Pennsylvania. Known as Black Thursday, or Day of the Rope, it was the second largest mass execution in U.S. history. (The largest was in 1862, when the U.S. government executed 38 Dakota warriors). The authorities accused the Irishmen of being terrorists from a secret organization called the Molly Maguires. They executed ten more over the next two years, and imprisoned another twenty suspected Molly Maguires. Most of the convicted men were union activists. Some even held public office, as sheriffs and school board members.



Six of the convicted Molly Maguire defendants walking to the scaffold at Pottsville, Pennsylvania.

The Pinkertons and Agents Provocateur



Dust-jacket of *The Valley of Fear* by Arthur Conan Doyle

However, there is no evidence that an organization called the Molly Maguires ever existed in the U.S. James McParland, an agent provocateur who worked for the [Pinkerton Detective Agency](#), and who provided the plans and weapons the men purportedly used in their crimes, provided the only serious evidence against the men. The entire legal process was a travesty: a private corporation (the Reading Railroad) set up the investigation through a private police force (the Pinkerton Detective Agency) and prosecuted them with their own company attorneys. No jurors were Irish, though several were recent German immigrants who had trouble understanding the proceedings.

Nearly everything people “know” today about the Molly Maguires comes from Allan Pinkerton’s own work of fiction, *The Molly Maguires and the Detectives* (1877), which he marketed as nonfiction. His heavily biased book was the primary source for dozens of academic works, and for several pieces of fiction, including Arthur Conan Doyle’s final Sherlock Holmes novel, *Valley of Fear* (1915), and the 1970 Sean Connery film, *Molly Maguires*.

Irish Origins of the Myth of the Molly Maguires

According to legend, there was a widow living in Ireland in the 1840s named Molly Maguire, who hated the landlords who were abusing the poor tenant farmers. She supposedly carried a pistol strapped to each thigh. She, or her followers, would beat or murder the tyrannical landlords, their agents, and bailiffs, whenever they tried to evict a tenant. No one knows if she ever really existed, but other tenant farmer activists were said to cry out, “Take that from a son of Molly Maguire!” when protesting against unscrupulous landlords.



Ribbon society meeting in 1851. By William Steuart Trench (1808–1872)

Prior to this, there had been a long tradition in Ireland of people resisting oppressive policies, like the enclosure of their communal lands by wealthy landlords, exorbitant tithes collected by the church, high rent and evictions by absentee landlords, and sectarian violence by their neighbors. Over the centuries, those in power gave these activists names like Whiteboys, Levellers, Ribbonmen, and, by the early 1800s, Molly Maguires. Many researchers believe that these groups organized themselves into regional lodges, and had a variety of secret greetings and oaths to ensure loyalty and solidarity among members.

The Hunger and Mass Migration to the U.S.

NO IRISH NEED APPLY.

Written and sung by Miss KATHLEEN O'NEIL.

WANTED.—A smart active girl to do the general housework of a large family one who can cook, clean plates, and get up fine linen, preferred.
N. B.—No Irish need apply. *London Times Newspaper, Feb. 1862.*

I'm a simple Irish girl, and I'm looking for a place,
I've felt the grip of poverty, but sure that's no disgrace,
'Twill be long before I get one, tho' indeed it's hard I try,
For I read in each advertisement, "No Irish need apply."
Alas! for my poor country, which I never will deny,
How they insult us when they write, "No Irish need apply."

Now I wonder what's the reason that the fortune-favored few,
Should throw on us that dirty slur, and treat us as they do,
Sure they all know Paddy's heart is warm, and willing is his hand,
They rule us, yet we may not earn a living in their land,
O, to their sister country, how can they bread deny,
By sending forth this cruel line, "No Irish need apply."

Sure I did not do the like when they anchor'd on our shore,
For Irish hospitality there's no need to deplore,
And every door is open to the weary stranger still,
Pat would give his last Potato, yes, and give it with a will,
Nor whisky, which he prizes so, in any case deny,
Then wherefore do they always write, "No Irish need apply."

Now what have they against us, sure the world knows Paddy's brave,
For he's helped to fight their battles, both on land and on the wave,
At the storming of Sebastopol, and beneath an Indian sky,
Pat raised his head, for their General said, "All Irish might apply."
Do you mind Lieutenant Massy, when he raised the battle cry?
Then are they not ashamed to write, "No Irish need apply?"

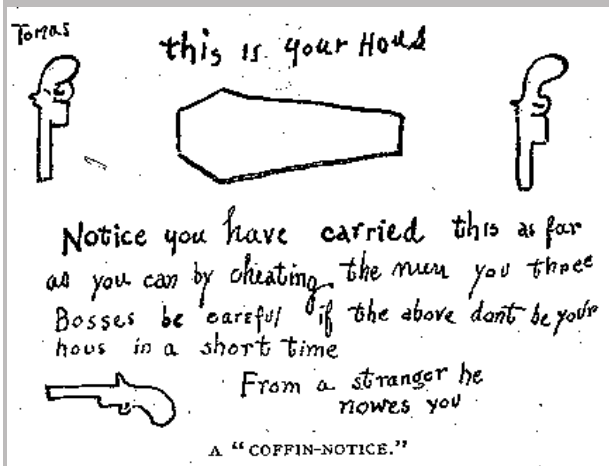
Then they can't deny us genius, with "Sheridan"—"Tom Moore?"
The late lamented "Catharine Hays," and Sam Lover to the fore,—
Altho' they may laugh at our "Bulls," they cannot but admit,
That Pat is always sensible and has a ready wit,—
And if they ask for Beauty, what can beat their nice black eye?
Then is it not a shame to write, "No Irish need apply?"

Och! the French must loudly crow to find we're slighted thus,
For they can ne'er forget the blow that was dealt by one of us,
If the Iron Duke of Wellington had never drawn his sword,
They might have had "Napoleon Sauce" with their beef, upon my word,
They think now of their hero, dead; his name will never die,
Where will they get another such if "No Irish need apply."

Ah! but now I'm in the land of the "Glorious and Free,"
And proud I am to own it, a country dear to me,
I can see by your kind faces, that you will not deny,
A place in your hearts for Kathleen, where "All Irish may apply."
Then long may the Union flourish, and ever may it be,
A pattern to the world, and the "Home of Liberty!"

In 1845, millions of Irish fled the famine, the majority coming to the U.S. Nearly half of all U.S. immigrants in the 1840s were Irish. The racism against them was phenomenal. There were the No Irish Need Apply signs outside businesses looking for workers. Anti-Irish nativist gangs, like New York's Bowery Boys, and Baltimore's Plug Uglies carried out pogroms in Irish communities. These gangs often affiliated with political parties like the No Nothings and the Republicans. Irish gangs, affiliated with the Democratic Party, began to form for self-defense. At least twenty people died in anti-Irish riots in Philadelphia in 1844.

Sectarian Violence in Pennsylvania's Coal Country



A "coffin notice," allegedly posted by Molly Maguires in Schuylkill County, Pennsylvania. In the 1860s-1870s, there was considerable violence in Pennsylvania's coal country, much of it blamed on the Molly Maguires. In Schuylkill County, alone, there were fifty unsolved murders just in the period of 1863 to 1867. But many of the victims were Irish, suggesting that at least some of the violence was sectarian and carried out by non-Irish ethnic groups. And many of the victims were union activists, suggesting that some of the violence was coming from the mine owners' hired thugs.

The Modocs were a Welsh gang, affiliated with the local Republican Party, who served as their enforcers during elections. Historians blame them for considerable violence, as well as some murders. The Modocs frequently clashed with Irish residents, especially those affiliated with the Ancient Order of Hibernians ([AOH](#)), a legal and state-recognized fraternal organization that had ties with the local Democratic Party. (The etymology of the Modoc name is obscure. Some believe they named themselves after the California/Oregon indigenous tribe. Others believe it comes from the legend of Madoc, a Welsh prince who supposedly came to America in 1170 and married an Indian princess.)

The Mine Owners Promotion of Racial Violence

The mine owners, themselves, stoked sectarian violence by pitting the different ethnic groups against each other. Indeed, they designed a workplace structure that encouraged ethnic mistrust and sowed division. At the top of the hierarchy, and the pay scale, were superintendents and foremen, usually native-born, or English immigrants. They had the power to fire and blacklist workers, and some of the region's violence was in retaliation for this. Next came the contract miners, generally Welsh and German immigrants.

The lowest paid workers, who were mostly Irish, were the laborers. The owners sometimes broke strikes by offering the contract miners a small raise to break solidarity and get them back to work. This betrayal would outrage the laborers. The owners also liked to hire Welsh miners, particularly Modocs, to moonlight as Coal and Iron Police (C&I), to harass and bully Irish labor organizers. (The Pinkerton Detective Agency created the C&I in 1865 and operated them without state oversight.)

Nativism, Union Busting and Molly Maguirism in the U.S.

SRP: "The Molly Maquires were not a fictional group."

Harmony and Disharmony in the Anthracite Coal Fields, 1860s-1877

By S. Robert Powell, Ph.D.

For more than a dozen years, dating from before the close of the Civil War, until the gallows and jails put a stop to them, in 1877, a gang of highly toxic individuals, known as the Molly Maguires, terrorized the anthracite coal region of northeastern Pennsylvania (Schuylkill, Carbon, Luzerne, Lackawanna, Columbia and Northumberland counties). This terrorist group, who killed their victims almost entirely for revenge, was an ethno-religious secret society whose members were Irish Catholics and members of the Ancient Order of Hibernians.

In the anthracite coal fields, mine officials, superintendents, and bosses were everywhere and at all times attacked, beaten, and shot down, by day and by night, on the public highways and in their own homes, in solitary places and in the neighborhood of crowds. Any personal slight, reduction in wages, adverse change in working conditions, or imagined grievance against a Molly Maguire could inspire a revengeful house burning or cold-blooded murder. They inflicted horror on police, mine supervisors and owners by blowing up railroad cars full of coal, organizing riots, sending out threats to everyone who spoke out against them.

Each mining village in which the AOH had a presence was regarded as a division/"body", with its own body master, treasurer, secretary, and register of outstanding members/"brethren." (The body master for Schuylkill County was John "Black Jack" Kehoe, also known as "The King of the Mollies." Alexander Campbell was body master of the AOH in the Lansford area.) The divisions met regularly to discuss alleged grievances and to formulate plans of action/retribution (from a beating to a murder).

The Molly Maguires developed a system of reciprocity for their violence. Typically, the body-master of one "district" would ask the body-master of a nearby district to send a team of men over to carry out the murder. (The reciprocal system was designed to make identification of the perpetrators less likely.) The members of the local group would be informed of the time and place of planned-on retribution and would establish air-tight alibis for themselves. These outside hit men would perform the act, and then disappear. Returns of favors granted were regularly granted. After successful completion of a violent mission, assassins usually received a small monetary reward and were treated to a drunken revel.

In A. Monroe Aurand, Jr.'s *HISTORICAL ACCOUNT OF THE MOLLIE MAGUIRES Origin, Depredation and Decay of a Terrorist Secret Organization in the Pennsylvania Coal Fields During and Following the Civil War*, we read: "**Mobs Make Havoc.**—One thousand comprised a motley crew of men who stopped work at several mines near Mahanoy City on July 3, 1875. At Shenandoah the same tactics succeeded in stopping work. The gang nearly derailed a night passenger train at the latter place. At Mount Carmel, a breaker went up in smoke the same night. Two contractors were shot at Oakdale a few days later. These mobs were a constant problem for the railroads, and "for a time an armed posse loaded on a single locomotive preceded every passenger train through the mining districts. Station agents, watchmen, and others were beaten time and again. The main tracks were obstructed with loaded cars; warehouses were plundered; switches were misplaced. It was likely that at every forest or woods and cut along the rail lines men lay in wait to shoot at passengers as well as trainmen. In those days an engineer had to be good—at driving his locomotive, and at the same time shooting a revolver at sight of a waiting assassin." (Aurand, pp. 6-7)

The Molly Maguires, in addition, were instrumental in the draft riots that took place, beginning in the summer of 1862, when the government proposed its first draft for filling up the ranks of the army. In 1864, eleven mine bosses involved in labor disputes of one sort or another were killed in Schuylkill County. In 1865-1866, five more mine managers or bosses were shot and killed in the coal region.

In vain, the officials of the Philadelphia and Reading and Lehigh Valley Railroads, whose lines spread over the entire region, offered thousands of dollars in rewards for the apprehension of the criminals.

In an effort to control and end this reign of terror in the anthracite fields, the Pennsylvania General Assembly passed an act (State Act 228) on February 27, 1865, which empowered the railroads to

organize private police forces with broad authority to make arrests and enforce the law. Accordingly, the Coal and Iron Police, a private police force that was employed and paid by the various coal companies, was established. (This private police force existed up to 1931.)

Law enforcement in Pennsylvania at that time (and until 1905) existed only on the county level or below. An elected sheriff was the primary law enforcement officer. The case was made by the coal and iron operators that they required additional protection of their property. In 1866, a supplement to the act was passed extending the privilege to "embrace all corporations, firms, or individuals, owning, leasing, or being in possession of any colliery, furnace, or rolling mill within this commonwealth". The 1866 supplement also stipulated that the words "coal and iron police" appear on their badges. A total of over 7,632 commissions were given for the Coal and Iron Police.

The first Coal and Iron Police were established in Schuylkill County, Pennsylvania, under the supervision of the Pinkerton Detective Agency. Although the Coal and Iron Police nominally existed solely to protect property, in practice the companies used them as strikebreakers. The coal miners called them "Cossacks" and "Yellow Dogs". For one dollar each, the state sold to the mine and steel mill owners commissions conferring police power upon whomever the owners selected. Often common gunmen, hoodlums, and adventurers were hired to fill these commissions and they served their own interests by causing the violence and terror that gave them office. The coal and iron police worked with the Pinkertons.

In 1873, Franklin B. Gowen, the president of the Philadelphia and Reading Railroad, and of the Philadelphia and Reading Coal and Iron Company, a former District Attorney for Schuylkill County, and "the wealthiest anthracite coal mine owner in the world," met with Benjamin Franklin, superintendent of the Pinkerton Detective Agency in Philadelphia (who reported to the chief of the agency, Allan Pinkerton), and presented the problem to be solved. McGowen, in October 1873, then met with the chief of the Pinkerton Agency, Allan Pinkerton, who agreed to take the case and to infiltrate the Molly Maguires, collect evidence, and cause the downfall of the organization. To do so, Pinkerton chose twenty-nine-year-old James McParland, a young Irishman of phenomenal tact and grit who was born in 1844, a native of the County of Armagh, Province of Ulster, Ireland.

McParland accepted the dangerous job, taking the name of James McKenna and assuming the character of a miner from Colorado who had come east, seeking work in the coal region. He would earn \$12 per week plus expenses and would be required to file daily reports. His orders from Allan Pinkerton were clear: "You are to remain in the field until every cut-throat has paid with his life for the lives so cruelly taken."

On October 27, 1873, McParland, calling himself "James McKenna," arrived in Port Clinton to begin his undercover operation. James McKenna's headquarters were in Shenandoah. McParland successfully infiltrated the secret organization, becoming a secretary for one of its local groups. He also began working secretly with Robert J. Linden, assistant superintendent of the Chicago office of the Pinkerton Agency, who was sent to Shenandoah, where he was appointed by Franklin

Gowen as captain in the Philadelphia Coal and Iron Police. Together the two detectives were able (1) to take care of emergencies too big for one man working secretly at great risk to life, and (2) to coordinate the eventual arrest and prosecution of members of the Molly Maguires.

McKenna's true identity and mission were known only to three people: Franklin B. Gowen, Allan Pinkerton, and Captain Robert J. Linden of Philadelphia (to whom McKenna sent daily reports during his 44-month mission).

Molly Maguires, Arrests and Executions: In 1876: McParland completed his mission and withdrew. On February 5, 1876, based on a 210-page confession by "Powderkeg" Kerrigan (the confession identifies members of the Mollys, including the men responsible for the murder of Benjamin Yost), murder warrants were issued for the arrests of 17 Molly Maguires. Arrests were now begun in earnest, and capture followed swiftly upon capture.

In April 1876, McGowen and Pinkerton met with McParland in Philadelphia to find out if he would take the witness stand in the trials that were to follow, even though Pinkerton and McParland had entered into a verbal agreement nearly three years before that McParland, the operative, would not be called upon to go before a court and give testimony. McParland: "I will come out in my true character as a detective, speak the truth in all the cases, wherever needed, and, so help me God, every assistance that I can give shall be rendered! Nothing shall be held back. With God's aid, I may be the means of doing much good!" (*Pinkerton*, p. 505)

Here is Aurand's account (p. 26) of McParland's appearance on the witness stand: "**Court Spectators Dumb-Founded.**—But the audience in the crowded court room could hardly believe that the quiet, gentlemanly cool and resolute witness James McParland, was the wild and reckless, ever-boasting James McKenna they had known! He spell-bound the spectators, and legal array gathered there during the four days he was on the stand, as they had never been in all their years of surprises. / The entire bar of the county was present—they and spectators alike being startled by the terrible revelations of the crimes and methods of the Mollies. Try as they might, the cross-examination failed to find a single flaw in his testimony. / Never before had a Mollie been convicted, but now they were found guilty by the wholesale. McParland as he was now known, was under constant guard, and it was feared he might be killed in the court room to prevent his testifying."

On the very day that McParland appeared on the witness stand, the "ring-leaders" of the Mollies were arrested and committed to jail. About seventy persons were arrested and tried. The judges presiding over the Molly Maguire trials were Cyrus L. Pershing and Judge Greene. Of those arrested: 12 were found guilty of murder in the first degree, 4 of murder in the second degree, 4 of being an accessory to murder, 16 of conspiracy to murder, 6 of perjury, 1 of assault with intent to kill, 8 of aiding and abetting a murder, 1 of assault and battery, 1 for aiding in the escape of a murderer, and several others of lesser crimes.

In the period 1877-1879, twenty Molly Maguires were hung: Martin Bergin, James Boyle, Alexander Campbell, James Carroll, John "Yellow Jack" Donahue, Dennis Donnelly, Michael J. Doyle, Thomas Duffy, Thomas P. Fisher, Pat Hester, Jack Kehoe, Edward Kelly, James "Hairy Man" McDonnell, Hugh McGehan, Peter McHugh, Thomas Munley, James Roarity, Charles Sharpe, Patrick Tully, and Peter McManus.

Michael Doyle (Shenandoah, of the Molly Maguires' Laffee district), charged with the murder of superintendent Jones, an alleged participant in the shooting of William "Bully Bill" Thomas and the murder of Thomas Sanger and William Uren, on February 1, 1876, was convicted of first-degree murder. He fled the anthracite region and was never captured.

Thomas Hurley (AOH secretary), alleged to have killed Gomer James and to have participated in the attempted murder of "Bully Bill" Thomas and James Johns as well as the plans to assassinate Sanger and Uren, fled the anthracite district. In 1876, Thomas Hurley was arrested in Colorado for the murder of James; he committed suicide rather than face trial.

And so the Molly Maguire reign of terror in northeastern Pennsylvania came to an end, and harmony was restored in the anthracite coal fields.

(End of Part 5 of *Harmony and Disharmony in the Anthracite Coal Fields*.)

54. Herrick Center. Facebook, June 22, 2024, Paul Nykaza photo.

Delaware & Hudson Railroad: Brian Stetz: Recently acquired some D&H slides. Not all have locations or any other info. Thought I would share a few here and there and maybe get some help with locations. TIA. Paul Nykaza photo.



[Larry Malski](#): Herrick Center PA.

[Carbondale Historical Society & Museum, Incorporated](#): Yes, I agree with Larry Malski.
This is Herrick Center.

55. Diesel and Thompson station, D&H group on Facebook, January 19, 2025; photo posted by Sam Botts

GP39-2 #7616 leads a southbound train past the depot at Thompson, PA. Photo by J. J. Young, Jr.



56. Carbondale and Oneonta, Sister Cities; email from John Nader, July 25, 2024:

To Oneonta from Carbondale

Name: John Nader

Email Address: johnsnader@gmail.com

Subject: Shift of work from Carbondale to Oneonta

Message: I am hoping to find sources or people who can provide insight into a shift of workers from Carbondale to Oneonta around 1928. Any assistance is appreciated. I am working on a book about Oneonta and grew up there with many people who had relatives in Carbondale. Thank you.

On Thu, July 25, 2024 at 9:45 AM S. Robert Powell <srp18407@gmail.com> wrote:
July 24, 2023

John:

Carbondale and Oneonta are truly twin cities.

Over the years, I have known members of Carbondale D&H families who have regularly traveled up to Oneonta to visit cousins, attend weddings, funerals and other family events.

Why were Carbondale D&H personnel shifted up to Oneonta around 1928?

It is possible that there may been rapid growth of D&H operations at Oneonta, circa 1928 (e.g., rail yard expanded, new roundhouse, expanded passenger service) and that there were D&H personnel needs in Oneonta and environs that could not be fulfilled from the local population (and so they were recruited in Carbondale).

Two other possibilities come to mind:

Transfer of Skilled Workers to Meet Local Needs: Telegraphers, for example. There may have been 10 knowledgeable D&H telegraphers working in Carbondale, for example, and there may have been a need for experienced telegraphers in Oneonta (and maybe none were available in Oneonta). An easy way for the D&H to get the knowledgeable telegraphers that were needed in Oneonta would be to transfer the needed telegraphers from Carbondale to Oneonta. Entry level and "unskilled/low tech" railroad jobs (crossing guards, night watchmen, etc.) can usually be filled from the local population and environs.

Encouraging Retirement of Senior Workers: Sometimes companies transfer workers, especially workers who have many years of experience (and who are paid large salaries by the company), as an invisible and easy way of encouraging those highly compensated employees to retire (and be replaced by younger workers at a lower salary). Senior employees, as a rule, are usually not interested in moving. ("Your job has been moved to Oneonta. We'd like to keep you here in Carbondale, but your job has moved north. So if you are willing to move to Oneonta, your job is still your job. But if you decide not to move to Oneonta, then I am afraid we won't need your services here any longer.")

Be assured I am not saying that the D&H engaged in any covert or unethical personnel practices (and I have no evidence that they did) but I do know for certain that there are many companies that do.

Sincerely,

S. Robert Powell
Carbondale Historical Society



John Nader

Thanks very much. This is helpful. The Oneonta daily newspaper often made reference to events and people in Carbondale and, though I had not thought of them as such, they may well be considered sister cities. My book is focused on the ethnic neighborhood in Oneonta's 6th Ward-- Italian, Russian, Polish, Lebanese and others. Well known families in Oneonta, such as the Dragos, Russos, Scorzafavas and Scavos, among others made their way to Oneonta from Carbondale. It appears to be around the late 1920s or early 30s. There seems to have been a D&H downsizing at Carbondale around that time.

Teams of D&H workers from each city competed in sports, especially boxing, and car building. it is remarkable to see how the railroad lives were intertwined with their personal lives. The D&H at Oneonta had n athletic association and an "arena" where dances and events occurred. In the 1920s people went there to get election returns by radio.

John

57. Hudson family data from Jean McNamara, July 26, 2024; Forwarded to SRP by BLHS:

From: Jean McNamara <luvbugsggram@comcast.net>

Sent: Thursday, July 25, 2024 6:33 PM

Subject: Delaware & Hudson

Hello Railroad Historians,

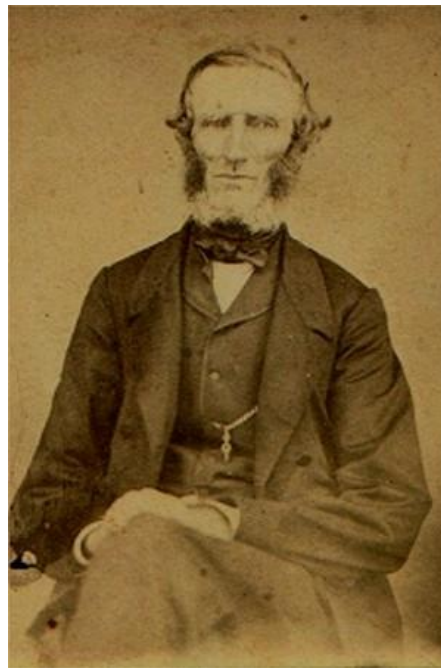
I came across the Bridge Line website and thought I would share my connection to the early Delaware & Hudson.

My Great Grandfather is Hiram T. HUDSON (1840-1923) who was Superintendent of the Gravity Railroad at Waymart, Pennsylvania. I was told he lived where the Gravity Inn is currently located. Photo attached.

My GrGreat Grandfather is Oscar HUDSON (1801-1879) who worked for the D & H Canal Company, first in Goshen, New York then in Carbondale & Waymart, Pennsylvania after he relocated from NY about 1825. Photo attached.

Information or contacts about any of this would be much appreciated.

Jean (Hudson) McNamara
Castro Valley, California



Hiram T. Hudson (1840-1923).....Oscar Hudson (1801-1879)

Articles found by S. R. Powell about Hiram and Oscar Hudson in the *Carbondale Leader*:

Hiram Hudson attended "Lights of London" in Scranton:

"Mr. Hiram Hudson, foreman of the Waymart division of the gravity, attended the 'Lights of London,' at Scranton last Saturday evening." (*Carbondale Leader*, February 8, 1884, p. 2)

Hiram Hudson's peacock's plumage damaged by a trip of light cars:

"A beautiful peacock owned by Hiram Hudson, of No. 12, attempted to fly across the track on Monday last and had its tail cut off by a trip of light cars. It was a bird highly prized by Mr. Hudson." (*Carbondale Leader*, February 29, 1884, p. 2)

Hiram Hudson and Wallace Case have made a snowplow for No. 12 plane:

"Mr. Hiram Hudson, foreman of the Waymart division of the gravity, and Wallace Case, have made a mammoth snow plow to be used on No. 12 plane. It does first-class work and saves many back aches for the boys." (*Carbondale Leader*, February 27, 1885, p. 1)

Fancy Wedding at No. 9: Jennie Weed to Frank Cory:

"The residence of Mr. R. E. Weed, of No. 9, was the scene of rejoicing on Wednesday evening occasioned by the marriage of their daughter, Miss Jennie, an amiable and accomplished young lady, to Mr. Frank Cory, son of Mr. Walter Cory, of No. 11, the Rev. F. C. Gendall, of Nanticoke, officiating. The happy couple started on an extended wedding tour after the ceremonies. We are personally acquainted with the contracting parties and bespeak for them a happy life. The following is a partial list of the presents received: Mr. R. E. Weed, check for \$100; Mrs. Hiram Hudson, silver fruit stand; Eliza Hudson, silver butter dish; Mr. and Mrs. F. H. Weed, silver cake basket; F. G. Weed, elegant parlor lamp; Eddie Weed and Mr. and Mrs. Cory, two silver casters; Mrs. R. E. Weed, one dozen silver knives and forks; Mrs. E. E. Weed, two silver butter knives; Mrs. Freeling Brundage and Miss Lillie Hines, two sets of glass dishes; Mr. and Mrs. Brundage, six goblets and large glass pitcher; Mrs. Fred. Topping, white counterpane; Mr. Fred. Topping, wash bowl and pitcher; Mrs. Brundage, one dozen napkins; silver top salt stand and many other beautiful and useful presents." (*Carbondale Leader*, April 4, 1884, p. 2)

58. Photo looking up Gravity Planes 10 and 9 on the loaded track; photo owned by Jim Hessling, jhesslingjr@gmail.com, 282-5747, photo scanned by SRP, July 26, 2024



Looking Up Planes Nos. 10 in the foreground) and 9 on the Loaded Track on the D&H Gravity Railroad

59. The Adirondack, between NYC and Montreal, August 5, 2024, 50th anniversary. D&H Facebook group:



[Doug Lezette](#): "50 years ago today, August 5, 1974, the D&H and Amtrak inaugurated the *Adirondack* between NYC and Montreal. A big crowd greeted the first northbound in Fort Edward, a scene repeated at almost every stop along the route. The next two and half years of D&H Alcos and blue and gray passenger equipment (until the Turboliners took over) were really special. I hope you'll post some of your photos of the train. (Richard J. Allen photo)

60. Photo posted by Arthur House of the southbound *Adirondack*, August 6, with this note: "I was on hand for the first revenue run of the southbound *Adirondack* as it arrived at Plattsburgh 50 years ago today. Amtrak numbered the train 68, but the Delaware and Hudson employees' timetable revived the train numbers of its discontinued predecessor train (the *Laurentian*), numbering it 34. The northbounds were Amtrak 69/D&H35.



61. D&H Caboose 35964, now in the collection of the Carbondale D&H Transportation Museum in Carbondale, PA. Post on Facebook in Delaware and Hudson group, August 9, 2024:



Delaware and Hudson Caboose No. 35964:

The century-old Delaware and Hudson caboose, No. 35964, now on display next to Carbondale City Hall is an immediately recognizable and iconic structure that unites the industrial history of the Lackawanna and Wyoming Valleys of the nineteenth and twentieth centuries with the present. As such it is a valuable teaching aid in that it can be used to open the door for present-day residents

and visitors to our astonishing history. Remarkably, the structural integrity of the Caboose is very high and it looks today very much like it did when it was in active service on the D&H Railroad (see attached photo of the interior of the Caboose). It does, however, need to be re-vitalized (new catwalk, logo on both sides repainted, exterior repainted, windows re-built). At the same time, in order to make the caboose a visitor friendly structure, an entrance stairway to access the caboose from street level will have to be constructed. To make possible that re-vitalization and to make the Caboose visitor-friendly will cost \$20,000, and we are presently seeking the funding support to make possible the proposed revitalization and the visitor-friendly addition to Delaware and Hudson Caboose, No. 35964.



Michel Eggleston's D&H Caboose No. 35952 in the early 1980s before he sold it to a gentleman from Arkville NY.

Michael Eggleston: "As I used to own a sister to the D&H 35964, the 35952, which is now in Phoenicia, NY, hopefully being restored for the second time, I would like to make a contribution to the Carbondale Historical Society Museum to help with the restoration and the access ramps for the public. Do they have an address for accepting contributions? As information, the cut-metal stencils for the logo and the lettering are currently at the Cooperstown and Charlotte Valley Railroad at Milford, N. It's run by the Leatherstocking Chapter NRHS. You might be able to use them to letter the D&H 3564."

Carbondale Historical Society & Museum, Incorporated: Thank you, Michael, for your very supportive response to our email about the restoration of 35964. Your offer to make a contribution to our restoration initiative and the construction of access ramps leaves me speechless! Your thoughtfulness and generosity are very much appreciated. It is very helpful to know that the cut metal stencils for the logo and the lettering are currently at the Cooperstown and Charlotte Valley railroad at Milford, NY (It's run by the Leatherstocking Chapter NRHS). As soon as the funding is in place, we can, therefore, proceed "full steam ahead." Contributions to our Caboose restoration fund can be mailed to Carbondale Historical Society, Post Office Box 151, Carbondale, PA 18407.

Norman J. Barrett: I know that there was a plan to enclose it in a glass enclosed building. There was even a drawing of the structure. I hope there is still a plan to accomplish this. In the meantime the mentioned repairs are essential. I will comment that there are grant opportunities out there that could, over a multi year project, make this possible. It will take the city to apply for said grants. I would be glad to meet and discuss.

Owen Worozbyt: We are looking to apply for one of the Steamtown foundation grants to do some of this work.

Jeremy Tuke: Hope this old girl can get some serious attention soon!

62. D&H C 628, D&H Facebook group, August 21,2024:



Anthony Stillittano: Stevens Point, September 24, 1964. WM S. Young photo - negative in my collection.

Greg Flynn: The 628's get a bad rap...some of it earned and some of it not.

A lot has been made of the Tri-Mount trucks being "hard on track". The roads in the Northeast that ran them all suffered from deferred and substandard maintenance at the time due to financial constraints. I attribute most tracking issues to the poor condition of the Northeast roads. The SP and Santa Fe ran many ALCO's with Tri-Mounts in high speed mainline service without such issues.

The D&H 628's did ride hard by the early 70's when I became familiar with them. They also had a tendency to transmit a lot of road noise from the trucks to the cab in the form of a loud harmonic "howl" at track speed. Former ALCO and D&H motive power man George Hockaday told me it was due to lowered maintenance standards on the trucks themselves, and they got progressively worse as they wore excessively.

The 628's used a DC main generator, and this made them very quick to load. However, the older GT586 generators used in the 628's required the use of a multi-step, motor driven shunt controller to keep main generator voltage at acceptable levels under load at 2750HP. This type controller, which also saw use in the C-424 model was known to give occasional issues.

Several other "Century" series features weren't too popular. The fan used to pressurize the carbody and cool electrical equipment was hydraulically driven using engine oil and an auxiliary pump. Any failure in the hydraulic motor or piping would cause the engine to lose oil. Crews hated the straight vertical ladders used to board the units, preferring the stairway design used by EMD and GE. The cabs weren't the warmest in the winter, and weren't the quietest in any season.

The D&H bought high horsepower six-axle units to achieve "unit reduction", allowing for a smaller total number of units as compared to their four axle fleet. The 628's were successful in that regard. However, they did experience a higher percentage of "out of service" time and lower availability compared to other units in the D&H fleet.

Matt Giardino: This is one of the best and most accurate summaries I've seen in print. Thank you.

Rudy Garbely III: I agree with Matt, I really enjoyed this summary of the C628's. One thing I read somewhere, was that Alco had a fix for the trucks, but the D&H felt it should be taken care of under warranty, but Alco refused to do so. That soured the D&H's relationship with Alco and that's why they switched to GE's for their next locomotive order. Do you know if there is any truth to this?

Tony Creamer: Very likely. That and the poor showing of the C430s D&H tested, though I found it odd D&H was testing 4-axle high-horsepower units to begin with. Clearly, they felt six axles was best, as they bought U30Cs, and Alco did have the C630 and C636 at that point. Also likely is that D&H realized Alco was doomed and they didn't want to buy more locomotives from a

company that would be going out of business soon. They'd tested the C430s not long before Alco folded, and it was clear GE was here to stay and Alco wasn't.

Greg Flynn: I would tend to doubt that story about warranty issues with the trucks. Most, if not all the D&H 600's were returned to the factory multiple times for warranty work, most of which involved adjustments and repairs for minor mechanical and electrical glitches.

The Tri-Mount design had been in use under C-C ALCOs for quite some time, without major issues or complaints. It was more labor intensive and required more maintenance though, by virtue of it's having more moving parts and potential wear points. The newer 3 axle designs like the Adirondack/GSC styles used under the later GE U-boats greatly reduced maintenance, noise and ride quality. The D&H 700's rode like cars compared to the 600's, especially on track with lousy surfacing.

The D&H was disappointed with the availability and basic reliability of the 600's though. Part of the sales pitch for unit reduction purposes was the higher availability of new power compared to older units. While the 628's were great performers, their availability and "uptime" didn't quite live up to expectations.

Gordon Davids: "It was more labor intensive and required more maintenance though, by virtue of it's having more moving parts and potential wear points." Yup! That was the root of the greatest problem.

Matthew O'Mara: Some people can correct me if I'm wrong, but I believe all the C628s went to Mexico along with the SD45s, U30Cs and PAs. I believe there were negative things said about them because they damaged the track. If I also recall they were banned from certain places on the system.

Ed Cox: According to my Dad, Dick Cooper, the D&H C-628s road much better then the LV C-628s that were used in pool service. He also used to say, they would jar the teeth right out of your mouth while they were pulling a train better then anything else on the D&H when taking into consideration horse power and tractive effort.

Harrison Balduf: Alco C-C unis seem to have rode poorly on curves and softer trackbeds. Alco swore it was bad track, MoW said it was crappy suspensions.

Christian Hostetler: I think the trimount trucks were really hard on track in curves. I've heard "they were good engines when you could get them to run" whatever that means.

Josh Blevins: The C628s also had a finicky electrical system. The multi-stage transitions were not as reliable as and more complicated than the later rectifiers as featured on the C630 and later models. On all railroads, the C628s were sold off much earlier than the C630s.

Joe O'Mara: Yes, they were work horses but they were brutal on the curves of the D&H. Gordon Davids had a love hate relationship with the C628s.

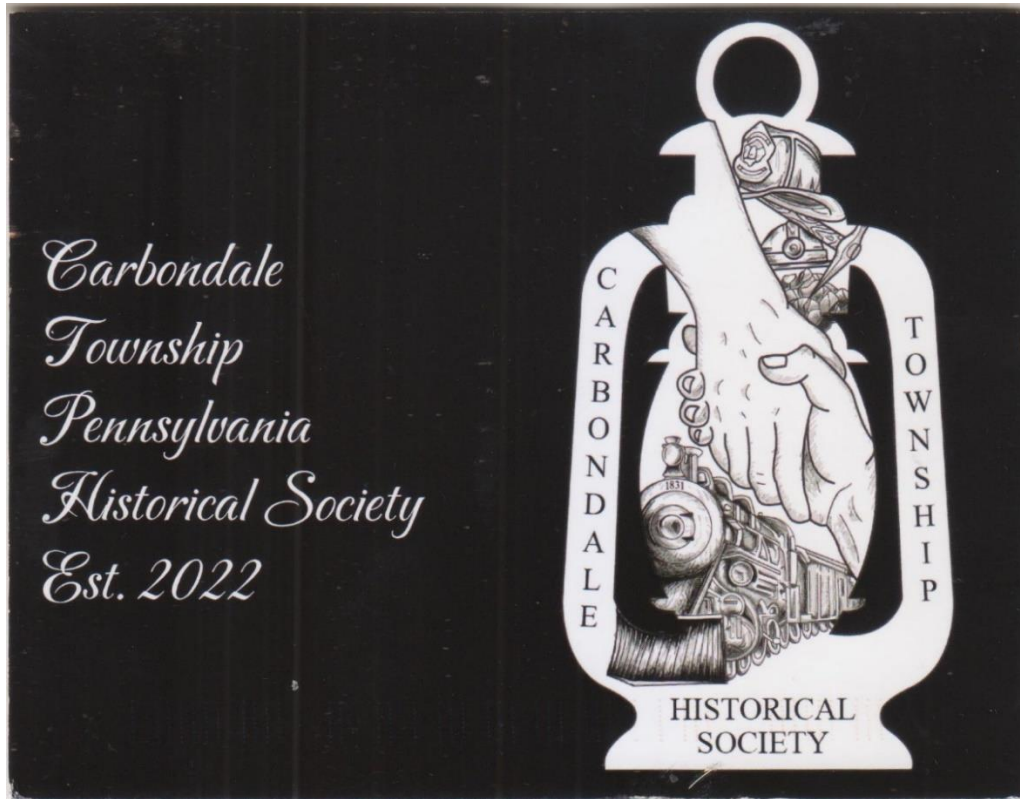
Gordon Davids: No, I had no ambiguity - all hate! I spent five nights in a row in the winter of 1971 with the 604 when it derailed on the same switch south of the Oneonta engine tracks. It was a No. 9 turnout with 90 lb rail, and a 600 would derail every time it stopped with wheels on the lead rails and then reverse direction. Then on that Sunday night I got a call from Albany that PB-99 had derailed about 20 of its leading cars on the curve in Schenectady Station. I asked for the engine numbers, and the third (rear) unit was the 604. I finally got what I had been asking for, to shop the 604 at Colonie and jack it up to inspect the trucks. The "elephant feet" in one truck were cracked and were not sliding when the truck slewed.

Joe O'Mara: The “love-hate” relationship was you loved to hate it. lol. I just couldn’t remember the unit number.

D&H Facebook group, August 23:**Rail-Trail Council:** Love to see those old photos of the bridge that is no longer there-- the Rail-Trail replaced it recently. We hope to do a D&H Stevens Point historical interpretive sign soon. There is now a Stevens Point Trailhead. Can we use the photo [on page 106] with your permission with credit?



63. Carbondale Township Historical Society, established in 2022: The CTHS logo is shown below. Contact: Cody Gonsauls: gonzo4413@gmail.com The CTHS has a strong interest in both the NYO&W and the D&H. The CTHS headquarters are in Childs, PA.



64. S. Robert Powell's "The First Sixty D&H Locomotives" article: *BLHS Bulletin*, September 2024, pp. 11-14

The First Sixty D&H Steam Locomotives

by S. Robert Powell

In the February 1, 1934 issue of *The Delaware and Hudson Railroad Bulletin*, p. 29, there is an article titled "Old Locomotives," in which are given the names and numbers of the 60 locomotives that operated on the Pennsylvania Division of the D&H fifty years ago [1884]. This list was compiled by W. E. Anderson of the Engineering Department in Albany and John R. Atherton, Paymaster of The Hudson Coal Company, Scranton, PA. Here is the introduction to that list of the sixty D&H locomotives in 1884:

"Old Locomotives/ A list of the names and numbers of the locomotives operating on the Pennsylvania Division fifty years ago compiled according to the best recollection and records

available to W. E. Anderson of the Engineering Department in Albany and John R. Atherton, Paymaster of The Hudson Coal Company, Scranton, Penna., will, no doubt, bring up a world of memories in the minds of those who worked on or around these engines at one time or another. In submitting the list for publication in *The Bulletin*, Mr. Anderson remarked that there were probably some additions and corrections that might be made by employees who might read over the names.

“With the exception of *Major Sykes*, originally a four-wheel switcher later rebuilt with six drivers, *Lackawanna*, another six-wheel switcher, and *Honesdale*, a four-wheel switcher, the remaining engines were all built for road service. Only four, *Harwood V. Olyphant*, *E. A. Quintard*, *R. Manville*, and *A. H. Vandling*, were of the 4-4-0 or American type, generally used for passenger service. The remainder were all of the Mogul or 2-6-0 type, suitable for use in either passenger or freight trains although chiefly used on the latter. All of these classes are now generally considered obsolete for main-line operation. / The names of the various motive power units were selected by Thomas Dickson, head of the Dickson Locomotive Works where the engines [starting with No. 4 in this list of 60] were built, and also President of The Delaware and Hudson Canal Company from 1869 to 1884. It will be noted that Locomotive No. 2 [in this list] is named the *Harwood V. Olyphant*. This was really the second engine of this number, the first No. 2 having been called *C. P. Wurts* after the fourth man to occupy the position of chief engineer with the Company.” (*The Delaware and Hudson Railroad Bulletin*, February 1, 1934, p. 29)

The first five steam locomotives in this list were Gravity-gauge D&H steam locomotives, the first four of which (*Major Sykes*, *C. P. Wurts*, *Honesdale*, *Lackawanna*) saw service, for varying periods of time, at the foot of Plane 23 in Olyphant. Two of these engines (*Honesdale* and *Lackawanna*) were used on the level ground at the head of the D&H Canal in Honesdale. This is an interesting transitional development in railroad technology: Gravity-gauge tracks, not on inclined planes or levels but on flat ground.

The debut of steam locomotive power on the D&H took place in February 1860, when the *Major Sykes*, a Gravity-gauge steam locomotive, made the pioneer run by a D&H steam locomotive on a portion of the flat-land Gravity Railroad from the foot of Plane No. 23 in Olyphant to Providence. That run was a direct consequence of the establishment of passenger service on the Gravity Railroad down the Lackawanna Valley from Carbondale to Olyphant.

Here, then, are the names and numbers of the 60 steam locomotives in the W. E. Anderson/John Atherton list of the first sixty D&H steam locomotives, as published in February 1, 1934 issue of *The Delaware and Hudson Railroad Bulletin*:

1. *Major Sykes*: D&H Engine No. 1, 0-4-0, Gravity gauge, 4-wheel switcher, later rebuilt with 6 drivers. Built by W. Cooke and Company, Scranton; purchased by the D&H in 1860; the *Major Sykes* could haul only 18 of the 5-ton Gravity cars. The *Major Sykes* collided with No. 11 in 1871 and was wrecked. It was rebuilt/converted by the D&H in 1872 at the Green Ridge Shop, changing in type from 0-4-0 to 0-6-0, “probably the first conversion.”

2. *C. P. Wurts*: D&H Engine No. 2, 4-4-0, Gravity gauge, built by W. Cooke and Company, Scranton; purchased by the D&H in 1860, sold to the Dickson Manufacturing Works in 1874.; Gravity gauge, built in 1860 for use on the Valley Road, 4-4-0, built for passenger service, though she too hauled coal to the foot of No. 23 when necessary.

3. *Honesdale*: D&H Engine No. 3, 0-4-0, Gravity gauge, 4-wheel switcher, re-named "Terrapin". Built in 1861 by W. Cooke & Co., Scranton, retired 1899; name changed to "Col. Ellsworth," soon after that brave officer's assassination in Alexandria, VA. This engine was next called the "Fire Plume". As it was too small for the work at Olyphant, it was kept there only a short time, and then did duty on the company's docks in Honesdale under the name "Honesdale".

4. *Lackawanna*: D&H Engine No. 4 and Dickson No. 1, 0-6-0, Gravity gauge, 6-wheel switcher; built by the Dickson Manufacturing Company, March 31, 1862, serial number 'O,' type 0-6-0, having twelve by eighteen-inch cylinders, 42-inch drivers, fuel being anthracite. Boiler diameter was thirty-six inches. Total weight of engine was forty-two thousand pounds; scrapped 1899; built for use between Olyphant and the mines. She also was sent to Honesdale.

5. *Isaac N. Seymour*: D&H Engine No. 5, 4-4-0, Gravity gauge. On Sunday, August 4th, 1866, this engine, which was built in 1866 by the New Jersey Locomotive and Machine Company, Patterson, was delivered to the Delaware & Hudson by the Grant Locomotive Works. This engine was used to haul passenger trains but was also used to push coal cars to the foot of Plane 23 on their way to Carbondale. She blew up in the Carbondale roundhouse on March 10, 1879; the engine was then sold to the Dickson Locomotive Works. A locomotive at this time, cost from \$13,000 to \$18,000. (The *S. A. McMullen* was the second D&H locomotive to be called No. 5.

6. *Mill Creek*: D&H Engine No. 6, first standard-gauge engine for the Union Railroad was the *Mill Creek*; built at Grant Locomotive Works and was brought to the National Crossing, near the Minooka Station, over the tracks of the DL&W on April 2, 1867, and pushed down the line a short distance and her boilers filled with water carried from the river in pails. The fire was started and D. C. Benscoter, acted as fireman, the engineer's name was John Bloom. This engine was stationed at Hudson, and operated between Olyphant and Hudson; it was painted in bright hues. *No. 6* was one of three standard-gauge locomotives (Nos. 6, 7, 8) used on the Union Railroad, 1867-1888, to pull Gravity-gauge coal cars between Hudson to Olyphant.

7. *E. A. Quintard*: D&H Engine No. 7 (Dickson No. 4), purchased May 1, 1867, and engineer Bloom and fireman Benscoter (from No. 6 above) were transferred to her, and at that time the *Mill Creek* was sent to Mill Creek to do switching and mine work. *Dickson No. 4* was stationed at Hudson. It had four drivers, it was a road engine, and operated between Olyphant and Hudson. It was painted in bright hues. This engine (49-inch drivers) was manufactured by the Dickson Manufacturing Company and received by the D&H on June 18, 1870. *Dickson No. 4* was one of three standard-gauge locomotives (Nos. 6, 7, 8) used on the Union Railroad, 1867-1888, to pull Gravity-gauge coal cars between Hudson to Olyphant.

8. *J. J. Albright* [sic]: D&H Engine No. 8, the *J. J. Albright*, was stationed at Hudson. It had four drivers, it was a road engine and operated between Olyphant and Hudson; it was painted in bright hues. This was one of 3 Moguls acquired by the D&H in 1870 (also *Coe F. Young* and *Chas. N. Talbot*). This was one of three standard-gauge locomotives (Nos. 6, 7, 8) used on the Union Railroad, 1867-1888, to pull Gravity-gauge coal cars between Hudson and Olyphant. This engine (49-inch drivers) was manufactured by the Dickson Manufacturing Company and received by the D&H on June 18, 1870. This engine was named after J. J. Albright, who began working for the D&H in 1866. It was Albright who, in 1856, induced Thomas Dickson to remove from Carbondale to Scranton, where he (Dickson) established a machine shop for the manufacture of all kinds of mining machinery. The shop later became the Dickson Manufacturing Company. Albright became the president of the First National Bank of Scranton; also president of the Scranton Gas & Water Co.

9. *Sandy Turnbull*: This was D&H Engine No. 9: a six-wheeler, that was used exclusively on mine runs.

10. *R. Manville*: Superintendent of the Pennsylvania Division of the D&H

11. *James Dickson*: the father of D&H President, Thomas Dickson

12. *Coe F. Young*: This engine (49-inch drivers) was manufactured by the Dickson Manufacturing Company and received by the D&H on May 2, 1870. On January 1, 1873, Coe F. Young's job title was changed from General Superintendent of the D&H to General Manager of the D&H.

13. *Charles N. Talbot*: This engine (49-inch drivers) was manufactured by the Dickson Manufacturing Company and received by the D&H on June 10, 1870.

14. *Plymouth*

15. *Willie Olyphant*

16. *George L. Dickson*

17. *J. B. Van Bergen*: Milo Gardner, Carbondale, started to work for the D&H on April 10, 1876, and worked for the D&H for 48 years and 21 days. On April 23, 1882, he was promoted to the position of engineer. He 'drew' the *J. B. Van Bergen* and was assigned to pusher service on the hill north of Carbondale. At that time, at the age of 23, he was the youngest man at the throttle of a Pennsylvania division locomotive. A biographical portrait of Milo Gardner was published in the February 15, 1925 issue (pp. 3-4, 13) of *The Delaware and Hudson Company Bulletin*.

18. *Pierce Butler*: Pierce Butler was the Master Machinist for the D&H.

19. *A. M. Atkinson*
20. *George F. Wilbur*
21. *A. H. Vandling*: A. H. Vandling was named Superintendent of the Coal Department of the D&H C. Co. in late February 1874
22. *Fuller*
23. *James P. Dickson*: father of Thomas Dickson
24. *John T. Kensett*: "A new culm-burning locomotive, the No. 66, was received at the D&H shops here last night. Engine No. 24, which has been remodeled into a culm-burner at the Dickson Mfg. Co.'s works at Scranton, arrived on Saturday." (*The Journal*, February 3, 1887, p. 3)
25. *R. L. Kennedy*: Robert Lenox Kennedy was a member of the D&H Board of Managers in 1873.
26. *Colonel Cannon*: Legrand B. Cannon was a member of the D&H Board of Managers in 1873.
27. *J. J. Astor*: John Jacob Astor was a member of the D&H Board of Managers in 1873.
28. *J. M. Halstead*: James M. Halstead was a member of the D&H Board of Managers in 1873.
29. *James R. Taylor*: James B. Taylor was a member of the D&H Board of Managers in 1873.
30. *W. J. Hoppin*: W. J. Hoppin was a member of the D&H Board of Managers in 1873
31. *H. A. Fonda*
32. *E. J. Woolsey*
33. *A. A. Low*
34. *Normanskill*
35. *James Roosevelt*
36. *Robert S. Hone*
37. *John B. Smith*: Pennsylvania Coal Company president
38. *Charles Parrish*
39. *Rob Roy*
40. *T. F. Torrey*
41. *Rattler*
42. *Rover*
43. *S. H. Dotterer*
44. *Vulcan*
45. *Mars*
46. *Hercules*

- 47. *Neptune*
- 48. *Mercury*
- 49. *Chingachgook*
- 50. *H. M. Olmsted*
- 51. *Huron*
- 52. *Magua*
- 53. *Oneida*
- 54. *Mohawk*
- 55. *Wyandotte*
- 56. *Lauder*
- 57. *Leader*
- 58. *Melrose*
- 59. *Selkirk*
- 60. *Greenlaw*

Here ends the list of the first sixty D&H steam locomotives in the W. E. Anderson/John R. Atherton list.

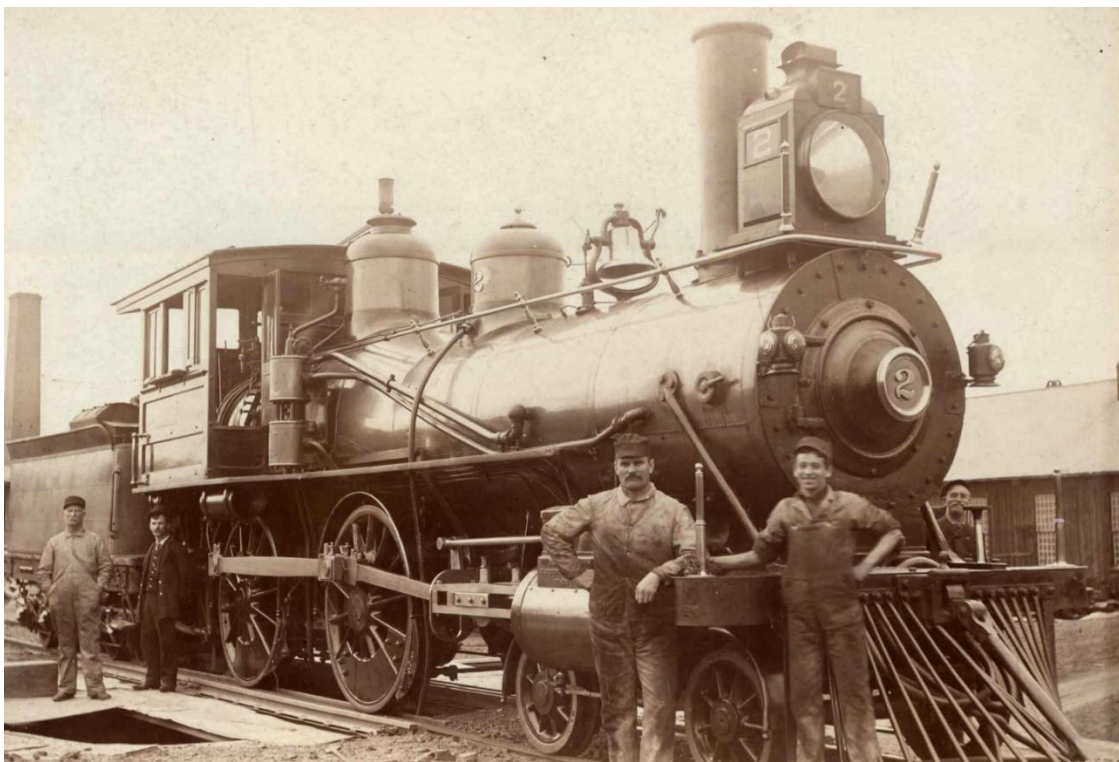
* * * * *

There are two photos in the article:



(caption on the following page)

D&H No. 1: Major Sykes, the First D&H Steam Locomotive. Shown here, at the Union Station in Carbondale, is the *Major Sykes* after it was re-built/converted in 1872 (following a collision with D&H No. 11 in 1871; this was probably the first D&H “conversion”) from an 0-4-0 to an 0-6-0, at the Green Ridge Shop. The original *Major Sykes* was built by W. Cooke and Company, Scranton, and purchased by the D&H in 1860. The *Major Sykes* was one of five Gravity-gauge steam locomotives owned by the D&H. It could haul 18 of the 5-ton Gravity coal cars. This photograph is in the Jim and Maureen Clift collection, Keens, PA. A copy of the photograph was donated to the Carbondale Historical Society on October 23, 2014 by Hank Loftus, White Mills, PA. Why was this engine named the *Major Sykes*? Possibly because of a family connection, through marriage, between the Wurts family and the Sykes family. Eliza Ann Wurts (1802-1881), a daughter of George and Abigail Petitt Wurts (George was a brother of Maurice and William Wurts, founding fathers of Carbondale) married, in 1831, to Lorenzo A. Sykes (1805-1878). Sykes was a civil engineer and ultimately became the chief engineer of the Morris Canal. He worked for the D&H and was appointed, in 1855, general agent/superintendent. He resigned from the D&H in 1866. He died in Orange, NJ, where the family settled in 1875.



C. P. Wurts: D&H Engine No. 2, 4-4-0, Gravity gauge, built by W. Cooke and Company, Scranton; purchased by the D&H in 1860, sold to the Dickson Manufacturing Works in 1874; Gravity gauge, built in 1860 for use on the Valley Road, 4-4-0, built for passenger service, though she too hauled coal to the foot of No. 23 when necessary.

65. North Branch Canal. *Canal Currents*, Summer 2024, Pennsylvania Canal Society, Doug Logan, President; pp. 4-6: “Vosburg Neck State Park Canal and Railroad History” by F. Charles Petrillo”

Canal Currents
bulletin of the PENNSYLVANIA CANAL SOCIETY

ISSUE 208 Summer 2024

Aftermath of 2021's Hurricane Ida



Top: Homes slated for demolition are coming down in Port Providence on the old Schuylkill Navigation, with restored homes in the distance.

Bottom: Demolition in progress between two restored homes, a stone's throw from Fitzwater Station and the canal.

Photos by Doug Logan

To see what's inside this issue of *Canal Currents*, turn to page 2.

Vosburg Neck State Park: Canal and Railroad History

By F. Charles Petrillo

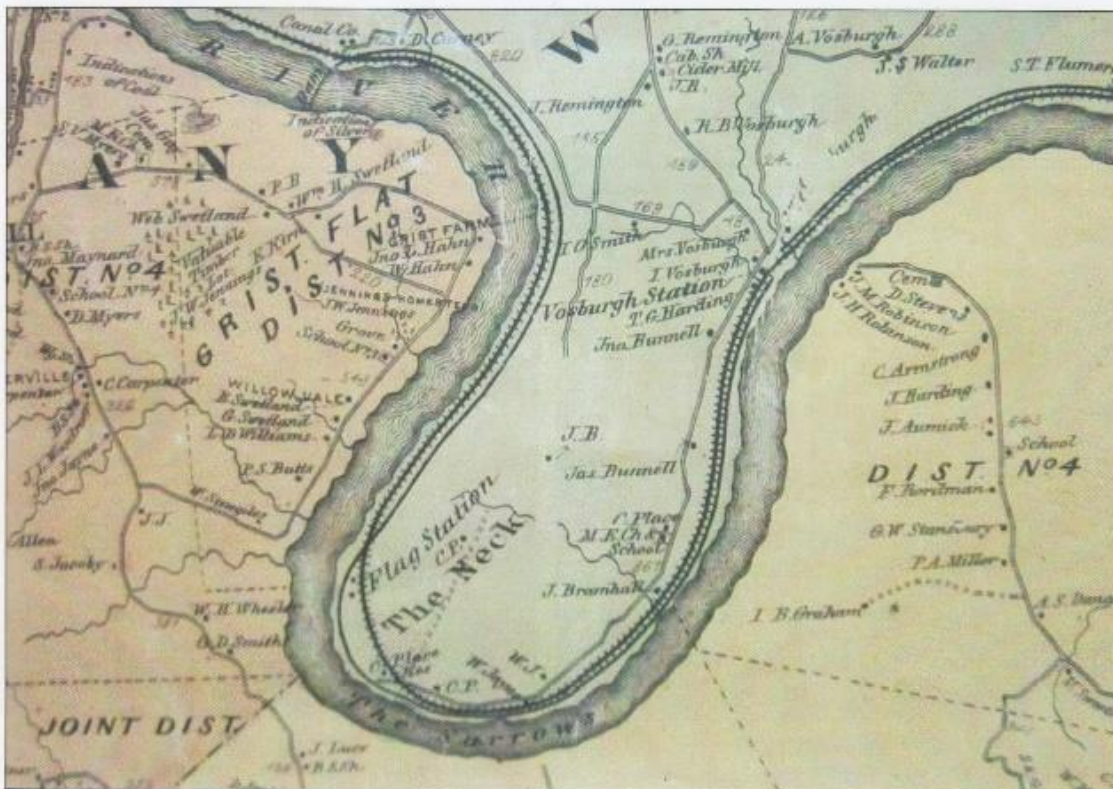
Introduction

The Susquehanna River is 444 miles long, the longest river along the East Coast of the United States. It rises at the outlet of Otsego Lake in Cooperstown, New York, and its mouth is at Havre de Grace, Maryland, on the Chesapeake Bay.

Along the upper North Branch of the Susquehanna River in Bradford and Wyoming counties, the river winds along a serpentine course among the Endless Mountains. Above Tunkhannock and south of Mehoopany in Wyoming County, the river curves around a horseshoe bend known as the Vosburg Neck. Vosburg is named for Abraham

Jacobsen Vosburgh (Vosburg) (1760- 1821), from Albany County, NY, who settled here as a farmer. He is buried at the Vosburg Cemetery.

In 1941 a considerable portion of the Vosburg Neck was purchased by Chester and Marion Howland. Known as Riverside Farm, it was a significant apple tree farm. When they died, their son, Ernest E. Howland, inherited the estate. In 1986 Ernie Howland purchased the right-of-way to the railroad and canal beds which ran along the river at Vosburg. In 2002 Howland gifted most of the estate to the North Branch Land Trust (NBLT) as the Howland Preserve. Since 2003 it had been managed by the NBLT. Nearly a decade later the Commonwealth of Pennsylvania acquired the Howland Preserve for \$2.5 million.



dollars.

On September 19, 2022, the 669-acre Howland tract at Vosburg in Washington Township, Wyoming County, was officially dedicated as the Vosburg Neck State Park by the Pennsylvania Department of Conservation and Natural Resources (DCNR). It is the 122nd State Park in the Commonwealth and the first State Park in Wyoming County.

The Vosburg Neck State Park is embraced within mile markers 223-225 of the Susquehanna River, the mid-point of the river's course between New York and Maryland.

The Susquehanna's North Branch Canals

Along the Susquehanna River the State built the Susquehanna Division Canal from the mouth of the Juniata River, north of Harrisburg, along the river's west side to Northumberland. From Columbia-Wrightsville, south of Harrisburg, a private company built the Susquehanna and Tidewater Canal south to the Chesapeake Bay, which permitted a canal route to Baltimore. From Chesapeake Bay, other connecting canal and water routes could reach New York City. An Eastern Division Canal linked the Juniata area down the Susquehanna's east side to Columbia-Wrightsville and to the Susquehanna-Tidewater Canal.

At Northumberland a West Branch Canal ran along the West Branch of the Susquehanna to Williamsport and later to projected or completed westerly points. At Northumberland the original North Branch Canal was built along the west side of the Susquehanna 55.8 miles northward to the Wyoming Valley in 1828-1831. A 17-mile Wyoming Division Canal built in 1831-1834 extended the waterway from West Nanticoke through Wilkes-Barre to Pittston. This canal division is entirely in Luzerne County.

Fitful construction of the 92.4-mile North Branch Canal Extension from Pittston northwards to Athens in Bradford County began in 1836 but failed in 1848. Construction was again underway in 1849, but failed again in 1854. A new engineer was retained and construction resumed in early 1856. On November 11, 1856, canal boats loaded with coal were able to leave Pittston and navigate the full Extension to Athens, PA, and its connection to New York's 18-mile privately-owned Junction Canal to reach Elmira, NY, on November 17, 1856.

The Canal Dams and Operations

Six canal dams were built along the North Branch Canal system: at Northumberland; West Nanticoke; across the Lackawanna River at north Pittston; at Mehoopany, at Towanda and at Athens. The Northumberland dam diverted river water north into the canal which fed water into the canal as far as West Nanticoke. The dam at West Nanticoke created a pool of slack-water which reached nearly to Wilkes-Barre. Along this pool riverside coal breakers in Nanticoke and Plymouth loaded coal on to canal boats which were towed and locked into the canal at the dam, generally destined to ports southward in the canal system. At the end of the pool in Hanover Township below Wilkes-Barre, canal boats could lock into the Wyoming Division Canal which ran north through Wilkes-Barre to Pittston, loading coal from breakers along the way.

The small dam on the Lackawanna River diverted water from the river to a channel to feed the canal from Pittston south to the West Nanticoke pool. This simple channel did not carry canal traffic. The Horserace Dam at Mehoopany fed water south through the canal to Pittston. The Towanda dam fed the Canal to Mehoopany. The Athens dam fed the canal to Towanda.

The North Branch Canal ran along the west side of the Susquehanna River from Northumberland to West Nanticoke. At the end of the West Nanticoke pool the canal resumed along the east side of the river all the way north to Towanda. There, canal boats were towed from a bridge to the west side of the river and the Extension Canal resumed north to Athens. There were 32 locks on the Extension with a total lift in elevation of 222 feet.

Before the railroad was built around the Vosburg Neck, canal boats from the Extension's northern reaches, which were headed south, locked at Meshoppen in Wyoming County into the lower end pool of the slack-water created by the up-river Horserace Dam at Mehoopany (behind the present-day massive Procter & Gamble plant). At the upper end of the pool the canal boats would be locked into the canal at the Horserace Dam and then towed around the Vosburg Neck and then south to Pittston, Wilkes-Barre or to further destinations. But the bulk of the traffic was headed north with coal from the Wyoming Valley to New York and the Great Lakes.

Canal boats headed north on the Extension could be locked at Horserace into the Horserace pool. They were towed northward along the pool to locks at Meshoppen and into the Extension canal for northerly ports or further to Athens. The term Horserace was adopted for the dam because the river course fell rapidly there and river surged through in risky rapids.

The North Branch Canal was initially quite successful, and especially valuable in carrying anthracite coal from the Wyoming Valley as far south as Baltimore and via other canal and rail routes to Philadelphia, and via the 1856 Extension north to central New York State and to Buffalo and Cleveland on the Great Lakes. Semi-anthracite mines in Bradford County also shipped coal on the upper reaches of the canal to New York State.

By the mid-1850s Pennsylvania's "canal fever" had broken and both the public and the state legislature were weary of expending more funds on supporting canal operations and maintenance. Railroads were now the nation's new transportation rage. In June 1857 the State sold its principal canal investment, the east-west Main Line canal from Philadelphia to Pittsburgh for \$7.5 million dollars to the Pennsylvania Railroad Company. The expanding railroad industry was not necessarily interested in operating canals, but the canal paths could easily be

re-tracked into new railroad beds.

The State still owned five branch canals including the original North Branch, Wyoming Division and the Extension canals. In April 1858 the state legislature sold its branches to the Sunbury and Erie Railroad for \$3.5 million dollars. Between 1830 and 1858 the State had incurred a loss of \$57.8 million dollars on canal construction and operational costs. In 1858 the State's canal debt to bond holders was \$40.0 million dollars.

To be continued in the Fall 2024 issue of *Canal Currents*.

Copyright © 2024 F. Charles Petrillo. This article is adapted from F. Charles Petrillo. Anthracite and Slackwater: The North Branch Canal 1828-1901 (Center for Canal History and Technology, Easton, PA, 1986). The Center is now incorporated into the National Canal Museum in Easton. Charles was editor of Canal Currents from 1985 to 1991.

Book Available for Download

A book is available at no charge through the Carnegie Mellon University website. The late Dr. William "Bill" Dzombak (1921-2015) finished the book in 2011 but apparently did not get it into print. "Canal to Pittsburgh: A documentary history of the Western Division of the Pennsylvania Main Line of Public Works (1826-1864)" is 1,809 pages. Dr. Dzombak was a Professor of Chemistry at Saint Vincent College, Latrobe, PA, from 1953-1986 and was editor of *Canal Currents* from 1993 to 2003. The link to the download is:

<https://kilthub.cmu.edu/articles/book/>

[Canal_to_Pittsburgh_A_documentary_history_of_the_Western_Division_of_the_Pennsylvania_Main_Line_of_Public_Works_1826-1864_/23261039?file=41295075](https://kilthub.cmu.edu/articles/book/Canal_to_Pittsburgh_A_documentary_history_of_the_Western_Division_of_the_Pennsylvania_Main_Line_of_Public_Works_1826-1864_/23261039?file=41295075)

PCS Joining CSO for our Fall Tour

While this won't technically be a joint trip, we're planning on joining in on the adventure with the Canal Society of Ohio for their fall trip. The tour plans to cover waterways and their remnants in Hamilton County (where Cincinnati is located) including the Ohio River, the Cincinnati & Whitewater Canal, the Whitewater Canal and the Miami & Erie Canal.

The tour is tentatively scheduled for Friday - Sunday October 11 – 13. When tour details and the registration form are available, they will be mailed to all active PCS members.

Summer 2024 Canal Currents



S. Robert Powell <srp18407@gmail.com>

11:4
2 A
M

to Pennsylvania Canal Society, Doug Logan, President

August 24, 2024

Doug:

The Summer 2024 *Canal Currents* arrived this morning.

Congratulations on yet another beautiful issue of *Canal Currents*, loaded with very important Canal history.

I have a strong interest in the North Branch Canals (some Pennsylvania Coal Company coal was shipped via the North Branch Canal system) and read, with great interest, F. Charles Petrillo's excellent article on the *Vosburg Neck State Park: Canal and Railroad History*.

All is well here (Carbondale and environs), and I hope that all is well in your world.

Best,

Robert

On Sat, Aug 24, 2024 at 11:51 AM Douglas Logan <pacanals.info@gmail.com> wrote:

I'm glad you enjoyed it. Charles has been a great asset. If you're interested in his book & don't have one, I can send you one. The CSO tour we were going to join was canceled right after we sent it to the printer. Oh well... we'll think of something.

S. Robert Powell <srp18407@gmail.com>

12:2
8 P
M

to Douglas Logan

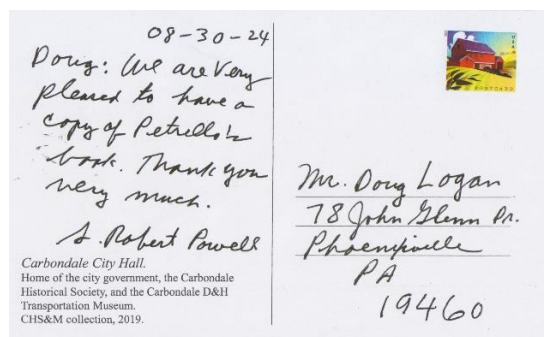
August 24, 2024

Doug:

A copy of Charles Petrillo's book would be a very nice addition to our library.

Thank you for your kind offer to send us a copy

Robert

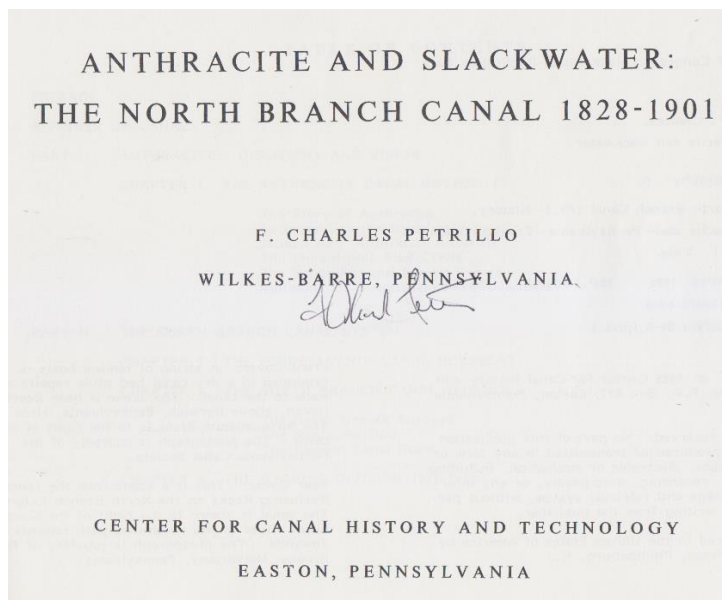


66. A D&H southbound freight crosses the road here at Stevens Point PA on the D&H Penn Division with a set of GE locomotives leading the power on the train as it begins the assault on the grade to Ararat. My photo, [Dave Devo](#) September 4, 2024.



Stevens Point, Facebook, D&H Railroad group, September 4, 2024

67. *The Story of Anthracite* by Charles Petrillo, pp. 11-14, from F. Charles Petrillo's *Anthracite and Slackwater: The North Branch Canal 1828-1901*:



CHAPTER 1 THE ANTHRACITE CANAL MOVEMENT

THE STORY OF ANTHRACITE

The history of the North Branch Canal began millions of years ago when most of Pennsylvania's vast coal deposits were formed. The black rock called coal is actually highly compressed prehistoric plant material and is a form of stored energy. Plant life is composed principally of carbon, hydrogen and oxygen, which in compound forms retain energy from the sun. Ordinarily when plant life dies, the decaying process releases the original compounds of carbon, hydrogen and oxygen into the air, along with any lesser amounts of other stored elements, including nitrogen which plants originally derive from the soil. Coal was formed, however, when the dead plant material was protected from the usual decomposition cycle and a chemical process permitted the plant material to be reformed as peat, soft coal, or the hard coal known as anthracite. In our modern age, after millions of years have turned dead plants into coal, the stored energy trapped in the carbon, hydrogen and oxygen compounds is finally released when coal is burned.¹

The oldest coal in the world was formed between 440 and 350 million years ago during the Silurian and Devonian Periods of the Paleozoic Era. These earliest coal deposits can usually be found in thin and fragmented bituminous and

anthracite fields. Schuylkill County, Pennsylvania, contains deposits of this oldest coal. But most of the world's coal was created during the Carboniferous or Pennsylvanian Period which began 350 million years ago and lasted for eighty million years. It was during this period that the great anthracite fields of Pennsylvania were formed.²

During the Carboniferous Period, Pennsylvania was largely a flat coastal swamp on the edge of a gigantic shallow inland sea which covered the central United States. The coastal swamp was an impenetrable, luxuriant jungle of prehistoric vegetation. Plant life during this time included the *Lepidodendron* and the heavily-rooted *Sigilaria*, which were tall 100 foot trees with narrow rows of thirty inch leaves. *Cordaites*, ancestors of modern pine and spruces, exceeded 100 feet and had three foot leaves. *Calamites*, ancestor of the horsetail, could reach forty feet in height as did some of the prehistoric fern growth. In this almost tropical environment, with an atmosphere choking with carbon dioxide, the tepid water and mud only supported primitive ancestors of spiders, scorpions, cockroaches, small amphibians and primitive hard-shell mollusks and coral-like animals.³

As the ancient ferns, trees, vines and other vegetation died, the plant masses were only partially decayed by aerobic bacteria, before layers

of falling dead vegetation would mass on the bottom of the swamps. Under the stagnant water, aerobic bacteria could not complete the decomposition process and the tangled loose vegetative matter would eventually develop into peat bogs. The great inland sea periodically expanded over the swamps of Eastern Pennsylvania, pushing a protective layer of mud and sand over the matted peat. The mud and sand would eventually harden to form a rock bed over the peat bog. After a time, the sea would retreat and a new peat layer would form in renewed swamp lands. Later, another surge from the inland sea would again cover the large veins of subsided matted peat. This process, repeated over millions of years, eventually created alternating peat and rock beds which were a few hundred to 10,000 feet thick.⁴

Both pressure and heat in the peat beds generated a process called coalification to form various grades of coal. Increasing layers of sedimentation created both pressure and heat which initiated a biochemical process which forced out water and its more volatile elements of oxygen and hydrogen from the dark, vegetative layers under the earth. Additional heat and pressure also occurred in the beds from mountain-building activity, and from the natural heat generated deep within the earth.

Coalification has produced differing ranks of coals. Peat has the lowest rank and is 59 percent carbon, 35 percent oxygen and 6 percent hydrogen. Lignite is a young brown coal which is 72 percent carbon, 22 percent oxygen and 5.5 per-

cent hydrogen. There are several ranks of soft or bituminous coal. Bituminous coal from Pittsburgh, Pennsylvania, may be 87 percent carbon, 7 percent oxygen and 5.5 percent hydrogen. The semi-anthracite coal of North-Central Pennsylvania is 92.5 percent carbon, 3.5 percent oxygen and 4 percent hydrogen. The "black jewel" of the coalification process is hard, shiny anthracite coal which is 94 percent carbon, 3 percent oxygen and 3 percent hydrogen. Anthracite is low in water content; it requires more heat to reach a combustible stage, but when finally fired, it is a clean, steady hot burning fuel. The final stage in the coalification process occurs when sufficient heat and pressure transform peat into graphite which is nearly 100 percent carbon and ordinarily is in a non-combustible mineral.⁵

Coal seams are not found in the relatively simple layers in which they were originally formed. Over the eons of time, the Pennsylvania swamp lands were uplifted by movements which created the state's Appalachian and Allegheny mountains and river valleys. The bituminous coal fields of Western and North-Central Pennsylvania were only slightly uplifted by mountain-building activity and the soft coal fields are in recognizable horizontal coal strata. But in the anthracite fields of Northeastern Pennsylvania, mountain-building was intense with great uplifting of the coal-bearing strata.

The anthracite coal seams are found in huge folds, which may also split into geographic faults. The coal in these warping seams can be easily found

in surface veins exposed by natural erosion, but they can also stretch as giant jet-black sinews which can reach 20,000 feet below the surface although the typical anthracite coal-producing field is about 2,000 feet in depth.⁶ Coal is usually found in layers separated by thick intervals of rock. Veins of coal may be several inches to several feet thick, separated by many feet of rock. No particular working can be considered typical of an anthracite coal field. An illustration, however, is the coal basin at Wilkes-Barre, Pennsylvania. The depth of the coal-bearing strata is from 1,000 to 1,500 feet. There are ten veins of coal, varying from seven to twenty feet in thickness and intervening rock strata varying from 50 to 150 feet in thickness.⁷

Pennsylvania's original anthracite reserves have been estimated at nearly 23 billion tons, of which less than eleven billion were mined by 1970. The state's original bituminous reserves, covering over 12,000 square miles, largely in Western Pennsylvania, have been estimated at over 84 billion tons, with over 66 billion tons remaining by 1970.⁸ In Northeastern Pennsylvania, mountain-building activity separated the seemingly endless and continuous peat bogs into three fairly distinct anthracite coal fields covering an area of nearly 475 square miles.

The Southern Coal Field, often called the Schuylkill Field, is about 73 miles in length with a mean breadth of two miles and a maximum of five miles. The 146 square mile coal field extends from the Lehigh River community of Mauch Chunk, now

known as Jim Thorpe, on the east to the semi-anthracite community of Dauphin on the Susquehanna River on the west. The eastern end of this field, between Tamaqua and Mauch Chunk, is also known as the Lower Lehigh Field, since coal from this area was largely shipped through the Lehigh Valley.

The Middle Coal Field is divided by the Locust Mountain. The Eastern Middle Coal Field or Mahanoy region is 41 square miles, and the Western Middle Coal Field or Shamokin region is fifty square miles. Each of the two fields is about 25 miles in length, has a mean breadth of two miles and contains nearly equal amounts of anthracite coal. At the far eastern end of the Middle Coal Field, there are also seven narrow coal basins between White Haven, on the Lehigh River, to Hazleton in lower Luzerne County. These basins are seven to fourteen miles long and all are less than one mile wide; they contain 37 square miles of rich anthracite coal and the area is also known as the Upper Lehigh Field.

The largest of the anthracite basins is the Northern or Wyoming Coal Field. It is a 200-square mile region which extends 55 miles from Forest City on its eastern edge to Shickshinny on its western edge. The crescent-shaped basin reaches a maximum width of five miles at Wilkes-Barre. The easterly cusp of the crescent lies north of the Eastern Middle Field and extends in a northeasterly direction through Luzerne and Lackawanna Counties, dipping into Wayne and Susquehanna Counties at the eastern extremity of the

crescent.⁹ The eastern half of the Northern Anthracite Field is often called the Lackawanna Coal Field. The coal-mining communities in the Scranton-Carbondale area were served by the Delaware and Hudson Canal Company while the Pittston district, at the northern end of the Wyoming Valley, was served by both the North Branch Canal and the Delaware and Hudson Canal.

68. Richard Anderson, September 10, 2024, Facebook, D&H group:

Cooperstown & Charlotte Valley Railroad, September 10, 2024

Service Update! We're excited to announce that we are adding Delaware and Hudson Caboose 35796 to our **Fall Foliage Excursions** for private groups of up to 10 people! Get your gang together and enjoy a trip on the high iron! Our caboose rate is \$200 for up to 10 guests! To book the caboose, and to see more information on the restrictions of our caboose reservations, visit <https://www.cooperstowntrain.com/fall-foliage-excursion/> and look for any times where it says "Reserve Caboose!"



69. S. Robert Powell's article titled *Delaware and Hudson Books of Minutes Surface in California*. Article was reprinted in *History Bytes A Lackawanna Historical Society Publication*, Vol. 7, No. 5, September– October 2024, Rick Sedlisky, Editor.

Editor's Note: The following article originally appeared on the Carbondale Historical Society website. We sincerely thank Dr. S. Robert Powel for granting the Lackawanna Historical Society permission to reprint the article. *Delaware and Hudson Books of Minutes Surface in California By S. Robert Powell Three Volumes of Delaware and Hudson Books of Minutes*

70. Lattimer Massacre, D&H group on Facebook, September 11, 2010 (the 113th anniversary of the Lattimer massacre). The annual anniversary of the massacre is no longer commemorated.

Standard-Speaker

September 10, 2010

Annual tradition marking Lattimer Massacre ends

Today marks the 113th anniversary of the Lattimer Massacre, one of the most serious acts of violence in labor history.

And while the former St. Mary's Roman Catholic Church in Lattimer had held a special Mass to mark each anniversary, the tradition won't be revisited today.

According to the Rev. Thomas Cappelloni, pastor of Queen of Heaven Parish at Our Lady of Grace Church, Hazleton, interest in that Mass appears to have dwindled in recent years.

"I inquired about the Mass last year when the church was joined with ours," he said, referring to the 2009 consolidation of St. Mary's with the churches of St. Nazarius in Pardeesville, Sacred Heart in Harleigh and Our Lady of Grace in Hazleton. "It seemed as though they haven't observed that Mass for some time."

At one time, Cappelloni said, St. Mary's would complement the Mass with a breakfast and small parade.

"I would've been happy to carry it on, but they said

they hadn't had it in a few years," he said. "I couldn't get an indication that they wanted to do it."

The Lattimer Massacre occurred after about 400 non-union Polish, Slovak and Lithuanian miners left their jobs at the Harwood Colliery near Hazleton. The group — unhappy with wage reductions and other conditions in the mine — planned to march to the nearby Calvin Pardee & Co. Colliery at Lattimer and ask miners there to join them in a peaceful demonstration.

It was meant to be a peaceful display and marchers were unarmed. During the demonstration, the miners were confronted by Luzerne County Sheriff James Martin and 87 newly deputized residents who ordered them to stop the demonstration. The miners, however, continued their march toward Lattimer.

The deputies were armed and fired more than 100 rounds into the crowd, killing 19 and wounding 38.

Jill Whalen

Newspaper accounts detailed Massacre's first horrors

The following news item, reprinted verbatim from the old *Hazleton Sentinel* the afternoon of Sept. 10, 1897, contains the very first news about the Lattimer Massacre. It was published just hours after the shootings exactly a hundred years ago today.

The expected has happened. The deputies fired into the strikers and the scene that followed baffles description.

The shooting took place on the outskirts of Lattimer. The dead, as far as can be learned, are: Mike Cheslok, Harwood; Frank Cheka, Harwood; John Staniska, Crystal Ridge; George Kulick, Harwood; Steve Horick, Harwood.

The securing of names at this writing is next to impossible, but from a cursory inspection the reporter saw thirteen men stretched dead and as to counting the injured it is absolutely impossible.

The list of injured as far as can be learned now is as follows: George Krezo, Harwood, bullet through leg, hip and knee; John Kernovich, shot in neck, lives at Mt. Pleasant; Andrew Shabolick, shot in breast; John Kulich, shot in stomach; John Damensko, of Crystal Ridge, shot through both legs; George Vercheck, shot in both legs; John Forti will die, bullet through head; John Cheshok, shot in hip; Kazimir Dulis, of West Hazleton, shot in the breast; John Treible, a deputy, shot in arm; Jacob Kulshot, shot through the leg and the body will die; Steve Torakunki, shot through leg and body, lives at Crystal Ridge; Andrew Urban, shot through the left shoulder; John Postki, arm and leg shot through, lives at Harwood; John Koti, arm and left side bored; Joseph Sebiek, shot through the back, lives at Crystal Ridge.

The scene baffles description. The story of the shooting follows:

When the strikers left West Hazleton as related previously, they announced their intention to go to Lattimer.

Hazle Mines conflict preceded bloodshed

From the *Hazleton Sentinel* Sept. 10, 1897.

The first real brush between deputies and strikers took place at Hazle Mines this afternoon. The strikers organized a raiding brigade at Harwood and started out on the expedition.

Everything went well until they approached the strippings where Nate Coy's men were at work. The strikers charged on the workmen, but the deputies were right with them and

then occurred a fierce hand to hand conflict.

The strikers fought like demons. They used rocks and clubs and threatened to shoot.

The deputies fought them back manfully, refraining from using their guns.

In the melee the strikers suffered to the extent of having a number of men wounded and two were placed under arrest. They were locked up later. One of these men is quite seriously done up.

It is said that he was about to throw a stone at A. P. Platt when he was hit with the butt of a gun.

He was also struck with a stone in the jaw and sustained a severe cut. Both are from Harwood. One man's arm is supposed to have been broken.

The strikers, however, succeeded in driving the workmen away from the strippings and they then started for Lattimer where they say they will stop all work.

The deputies boarded a Traction car and started out to head them off.

The deputies were loaded onto a trolley car and went soon whirling across the mountain to the point which was to be the scene of the worst incident in the striking history of the country.

After they reached Lattimer and left the car, the three companies under Thomas Hall, E. A. Hess and Samuel Price was drawn up in line just at the edge of the village with a fence and the line of houses in the rear.

Sheriff Martin was in entire command and stood in the front of the line until the strikers approached. They were then seen coming across the ridge and Sheriff Martin went out to meet them. Here he again read the riot act.

The men insisted on pushing forward but the sheriff, determined and resolute, forbade them.

Someone struck the sheriff and the next instant the command to fire was given. The deputies had been awaiting in anticipation.

Who fired first, or which side, we do not presume to say here now, but the guns of the deputies belched forth a tongue of fire. The report seemed to

shake the very mountains and a cry of dismay went up from the people.

The strikers scattered, those of them who could move. They fell before the storm of bullets like ten pins and the groans of the dying and screams of the wounded filled the air.

The excitement then was simply indescribable. The deputies, seeing the strikers dispersing in terror and letting their comrades dead and dying on the field, went to the aid of the unfortunate men.

The people of Lattimer hastened to the scene, but the shrieks of the wounded drowned the cries of the sympathetic people, and soon the populace was running hither and thither in the wildest disorder.

When the second *Sentinel* reporter reached the scene he found the Hungarians scattered all along the road between Farley's Hotel and Lattimer. They gathered in groups, two's and three's and in some places where they surrounded a dying companion, there were as many as a dozen but the line of those intrepid fellows was shattered.

They were still fearful of pursuit, and

to the inquiring reporter clung for protection.

Nothing could be done but to gather the data for the public and the men were left to themselves.

At Farley's Hotel there were two men lying on the porch. They were shot in the head and legs and one of them had three bullets in him. His groans and appeals for a doctor or death were heartrending.

All along the road the wounded men who were able to leave the field scattered themselves and sought the shade of the trees for protection, but there was no need of that then.

Approaching the place where the shooting took place people were met wringing their hands and bemoaning the incidents of the day. They couldn't talk intelligently and it was with the greatest difficulty that any information could be gleaned.

Along the banks of the trolley road men lay in every position, some were dead, others dying. Three bodies with face downward lay along the incline and three others were but a short distance away.

On the other side of the road, many more bodies lay.

The school house was transformed into a temporary hospital and some of the wounded were taken there.

The colliery ambulance was summoned to the place as soon as possible and when the reporter reached there two wounded men shot through both legs were already loaded on the wagon.

All along the hillside wounded men were found in the woods, on the green, on the roadside, and in the fields. Many others who have been carried to a distance could not be found by this reporter.

A battle field was reproduced and many a battle has been fought with less carnage.

The Traction Co. immediately placed a number of extra cars on the Lattimer line. Mr. Markle, of the Traction Co., was the only man whom the reporter noticed who seemed to keep his head and sent out couriers to notify the doctors and clergymen of the city. The doctors responded and rendered what aid they could.

The rush of people to Lattimer was so great that vehicles along the road were impeded. Amid the excitement the deputies turned their attention to the victims of their cruel guns and offered what aid they could. They carried the wounded to places where they could be administered to more comfortably, and brought water to slake their parched throats. It was a remarkable exhibition of humanity and civilization.

Martin Rosko, an intelligent Hungarian from Mt. Pleasant who was shot in the arm, was seen by a reporter on the car coming over and when asked for his version of the affair said: "We were going along the road to Lattimer and the deputies were lined up across the road barring our progress. We tried to go through them and did not attempt to hit or molest them when they fired upon us. We ran. It was their fault."

71. D. A. Skeels shaving mug purchased by Joey Senese on September 18, 2024:

On Tue, Sep 17, 2024 at 6:28 PM Joseph Senese <superjoe852003@yahoo.com> wrote:

Hello Doc,

I hope all is well and we get to meet up soon. I just picked up this beautiful occupational shaving mug that belonged to D. A. Skeels. Skeels was a conductor on the D&H gravity railroad. If you can find any info on him I would appreciate it.



Shaving mug



S. Robert Powell <srp18407@gmail.com>

11:
54
AM

To Joseph Senese

September 18, 2024

Joey:

Very nice mug. Congratulations.

There are many references to D. A. Skeels in my D&H volumes:

Volume VIII, pp. 78-79

Volume IX, pp. 19-21

Volume X, pp. 45, 73, 74, 132, 159, 178, 179, 186, 189, 194, 214, 239

Volume XII, pp. 117, 602

VIII. *Passenger Service on the Gravity Railroad*

360 pages, illustrated, ISBN: 978-0-9903835-7-4

IX. *Farview Park*

290 pages, illustrated, ISBN: 978-0-9903835-8-1

X. *The Steam Line from Carbondale to Scranton (the Valley Road)*

341 pages, illustrated, ISBN: 978-0-9903835-9-8

XII. *Reaching Out: D&H Steam Lines beyond the Lackawanna Valley*

687 pages, illustrated, ISBN: 978-0-9863967-1-7

Robert

72. D&H Facebook group post September 17, 2024, by William Johnson: photo of Oneonta D&H yard.



William Johnson: Quittin' time at Oneonta. Hot August day in 1978 and it's time to wrap it up. Please ignore the safety violations that might be in view here. The D&H people were some of the best and hardest working railroaders that I ever had the pleasure of knowing and working with. By the time I started dispatching the D&H, Oneonta was not even a shell of its former self. You have to wonder how could an operation that was so busy and vital virtually disappear. For me, it was like that old slogan, the toughest job you'll ever love. And it was my fellow D&H railroaders that made it so.

Gordon Smith: You know it Bill! I recall the days everything both ways stopped to set off and pick up at Oneonta. And that didn't count the number of trains that originated here. Thanks for the memories my friend!!

Ken Karlewicz: Just an outstanding photo on every level Bill love this!!

John Forster: I believe that you're looking at the Oneonta track gang ! In 1978 that was the uniform of the time! Great people to work with!

Susan Nichols: This is a great picture!

Jacob Burrows: Such a great image!!!

Denise Puylara: I remember the yard in the 70's.

Howard B Fine: Amazing unusual looking crew, or were they chippendale models heading for a calendar shoot??? Lmao

Laura Hurley: My husband Bill Hurley

John MacQueen: Great picture. Great railroad and the best railroaders.

Jack Boone: Time for Joe's and Mary's

Norm Jacobsen: Lower yard office. When I was a kid, they had 4 or 5 yard jobs. Humping cars all night kept me awake.

Jarrett Spamiels: Oneonta died after the Penn division was closed and the D&H acquired the DL&W/EL Main to Scranton which included East yard in Conklin

Torin Reid: It was right there, at that yellow office, that my illustrious railfan hobby was born. I was content to just watch the trains until a freight stopped there to change crews in 1972. I think the freight had a U30C and two C628's. A number might have been 710. After that train left, I said to myself - I need to get a camera!

Seán Woltman: Is being shirtless considered a safety violation in today's railroading?

Chris Murphy: No violations of '78 regs or policies in that pic.

Timothy Day: It isn't so busy down there anymore it seems! Lucky to see a train!

Bill Baker: Lot of good railroad men from in and around Oneonta.

Joe Mesiti: Yep, that's where I was in the summer of 78. And you're right that was a busy place.

Matthew Dickerson: I loved my railroad that I was working for the D&H!

Thomas Matzell: And, none of those railroaders are dressed so they look like a traffic cone!

Matthew Dickerson: Isn't that Tim in the white t-shirt? I knew all those other guys, but I can't recall any names. The 1st guy was from Oneonta, had dinner with his family one night. I was camped at the KOA south of town.

Jim Winn: The tall shirtless blonde hair guy looks like Ted Rudolf. The last fellow on the right also shirtless first name was Bill, I can't remember is last name.

Richard Lindsay: I recognize a few in there was it bill hurly? And one as calls bird I think and maybe Fred Powell ?

John Miller: Bunch of hippies lol

Rod Clifton: Great picture

Jim Bourke: What is left of the Oneonta yard today? Which RR now runs through Oneonta on the former D&H tracks?

Beers Wes: Spent more time working at this Yard than any other besides Kenwood Yard at the Port of Albany NY. It looks a lot different today, than it did then. Most of the tracks in this picture aren't there anymore, and none of the local industry that surrounds the yard still receives freight by rail. The hay day of Oneonta yard is long behind her!

Gerard ODonnell: Hopickers

John MacQueen: Those crews and MOW folks were the absolute best.

Scott Barrett: Well said from a second generation D&H employee

John Caravello: I worked there as a Yard Clerk, Crew Dispatcher, Tower Operator/Freight Agent and finally as a Trainman and Yard Foreman, 1974-1981. We did switch a load of cars, split up and made up trains and did many local industries in Oneonta. I can't believe it's gone. I'm grateful to have spent the time given to me to work with a fantastic group of hard-working Trainman, Yard Masters, Clerks, and Operators and many many other crafts that worked 24 hours a day 7 days a week.

73. Closing the Penn Division, Facebook, D&H Group, September 2: why he closing down of the Penn Division?

Frederic V. Deveau: Hello dear members! I have a question I would like to know why the Guilford company closed Penn Division? However when I look at the sales figures of this line at the time it was very profitable!

Nick Dixon: The D&H had already downgraded the Penn Division before they were acquired by Guilford, since they had gotten the old DL&W from Binghamton to Scranton off of Conrail in 1980. The DL&W line was flatter and more direct compared to the Penn Division and so the Penn

Division became basically a secondary line. It was mostly used for local traffic and to handle high-and-wide loads that couldn't fit through Belden Tunnel. Once Guilford rebuilt the tunnel at Belden to handle larger loads, there was no reason to hold onto the Penn Division

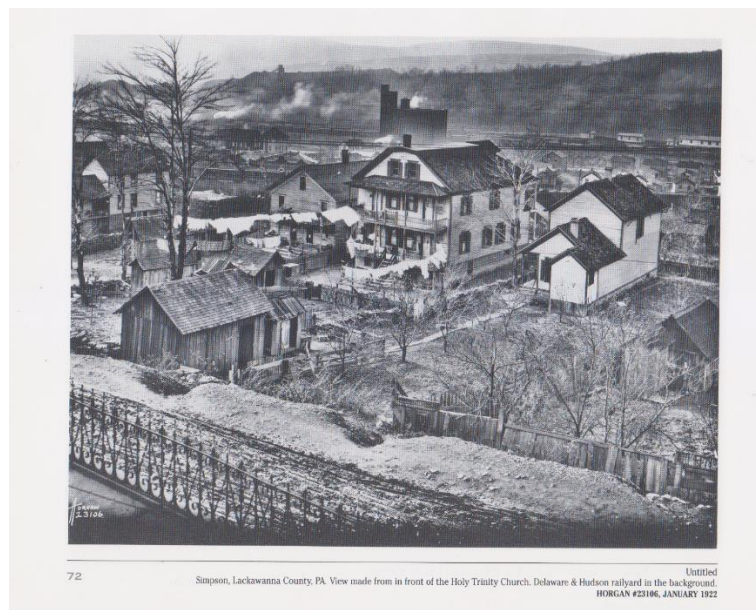
Greg Flynn: The line over Ararat was very maintenance intensive and expensive to operate. The ex DL&W Scranton to Binghamton line was newer and built to heavier standards. The acquisition of the ex DL&W allowed the D&H streamline its westbound service to Buffalo with the acquisition of the ex DL&W East Binghamton yard as part of the deal. East Binghamton was a much larger “flat” yard rather than the cramped “natural hump” operation at Bevier Street. It also allowed for fully eliminating the former Liberty Street yard in Binghamton which had been serving largely for handling overflow work from Bevier Street. By the time the D&H acquired the ex DL&W from Conrail, no online shippers or receivers of any consequence remained on the original Penn Division.

Larry Malski: The Rail Authority purchased the Scranton to Carbondale mainline from Guilford in April 1985 and contracted with the Lackawanna Valley Railway to operate it at that time.

Edward Zech: The land company was doing a land office business for Guilford!!

Frederic V. Deveau: Thank you very much for answering me in such large numbers! Now I understand better the story of the closure of this line!

74. D&H Rail Yard, seen from the front of Holy Trinity Church, Simpson, PA:



75. Waterwheel on Plane No. 15: article by S. Robert Powell:

Waterwheel on Plane No. 15

S. Robert Powell and Scott Bennett

In the spring of 2024, Scott Bennett (Bear Swamp Road, Wayne County) visited the Plane No. 15 site on the D&H Gravity Railroad and discovered the location of the waterwheel on that plane and the raceway from the West Branch of the Lackawaxen River that supplied the water to power that waterwheel. On April 28, 2024, Scott and Paula Bennett, together with Lon Westphal and S. Robert Powell visited the Plane No. 15 site.

During that visit, Powell took the following photographs:



Foundation in which was housed the overshot waterwheel that was installed on this plane when it was constructed in 1843. The waterway seen in this photograph is the West Branch of the Lackawaxen River. A raceway, upstream from this site, provided the water that powered the overshot water wheel on this plane.



A closer look at the foundation in which was housed the overshot waterwheel that was installed on this plane when it was constructed in 1843. The waterway seen in this photograph is the West Branch of the Lackawaxen River, a raceway, upstream from this site, provided the water that powered the overshot water wheel on this plane.



A section of the raceway through which was moved the water to power the waterwheel on this plane. This was a substantial raceway, as much as 4 feet deep and twenty feet wide, with the deepest section of the raceway at its juncture with the entrance sluice at the waterwheel.



View, looking South, of the raceway on Plane No. 15 on the D&H Gravity Railroad.



View, looking South, of the raceway on Plane No. 15 on the D&H Gravity Railroad.



View from the east shore of the West Branch of the Lackawaxen, showing the stone support system of the west bank of the Lackawaxen River south of the waterwheel site.



A closer look at the stone support system that can be seen in the photograph shown immediately above.

[See SRP photo file titled "Plane No. 15 photos April 28, 2024"]

Waterpower on the D&H Gravity Railroad

By S. Robert Powell, Ph.D.

Waterpower was used on the inclined planes of the D&H Gravity Railroad in three areas: The light track from Honesdale to Waymart (Planes Nos. 14-17); Planes Nos. 1 and 28 in Carbondale; and Plane No. 21 in Archbald. Both overshot and undershot waterwheels were used on those planes.

When the five inclined planes on the light track from Honesdale to Waymart were opened in 1843, four of them (Nos. 13, 15, 16, 17) had stationary steam engines at the heads of the planes and one of them (No.14) had a water wheel at the foot of the plane. James Archbald's original plan was to have the engines on all five of these planes powered by water wheels, but water rights were either too expensive (Plane No. 13) or could not be obtained (Nos. 15, 16, 17).

James Archbald continued to advocate for waterwheels on Planes 13, 15, 16, and 17, and by 1848, three more of the planes (15, 16, and 17) were powered by waterwheels. A waterwheel was never installed on Plane No. 13 because water rights on that plane, said the D&H, were prohibitively expensive. In the period 1848-1868, the water wheels on Planes 14, 15, 16, and 17 (there were two waterwheels at the foot of Plane No. 17: an upper wheel and a lower wheel) were replaced, one by one, with stationary steam engines. The last of these planes to have its water wheel replaced with a stationary steam engine (built by the Dickson Works in Scranton and operated by Silas Hoyle as Head Engineer and Walter Bryant, Assistant) was No. 14, and that took place in 1868. (The source for our knowledge about the motive power on the planes on the light track from Honesdale to Waymart in the early years of those planes is the February 1847 letter of James Archbald to D&H President John Wurts; also an article in the *Carbondale Advance* of February 8, 1868).

Where did the water come from to power these planes? D&H feeder ponds (e.g., White Oak Pond) and streams flowing down from high-lands to low-lands (e.g., the Van Tuyl brook), among many other feeder ponds and brooks near the D&H Gravity Railroad between Waymart and Honesdale. In recent years, most of those feeder ponds, which provided most of the water to power waterwheels at grist mills and saw mills for hundreds of years and which were built by knowledgeable farmers and lumbermen who knew how to build a dam that would last forever, have, regrettably, been drained, and the foundations of the dams blown up by imperfectly educated, selfish, or nefarious urban dwellers who have moved “to the country”. The water from most of those feeder ponds and from small brooks originating on the Moosic Mountain (e.g., the Van Tuyl Brook) flowed into Stanton Pond (later known as Lake Lodore), and from there into the Van Auken Creek, which merges at Prompton with the West Branch of the Lackawaxen River (water from the Prompton Dam), which flows into Honesdale. After passing through Honesdale that same water powered the D&H canal locks from Honesdale to Hawley to the Lackawaxen River to the Delaware River.

In addition to the waterwheels on the light track between Honesdale and Waymart, there were also waterwheels on Planes No. 1 and 28 in downtown Carbondale, and on Plane No. 21 in Archbald.

Planes Nos. 1 and 28 in downtown Carbondale: The question of waterwheels and waterpower on the Gravity Railroad in downtown Carbondale was raised initially in 1902 when, following the close of the Gravity Railroad and the removal, by the D&H bridge builders, of the "highworks" (Level No. 28 between the head of Plane No. 28 and the foot of Plane No. 1), workers discovered, as they were removing the abutments which supported those highworks and formed a wall for the embankment of culm, a giant waterwheel, made of oak and pine, that had been buried on the site where the D&H coal pockets at the foot of Salem Avenue would at that time be erected.

The discovery of this buried water wheel resulted in eight articles in Carbondale newspapers about the buried water wheel. (The complete texts of all of those articles are in the Gritman collection in the archives of the Carbondale Historical Society.) As a result of those eight articles, many "street-corner experts" came forward with various explanations about the buried water wheel. At the same time, fortunately, and authentic expert, William Johnson, Sr., who began working for the D&H in 1844 and who helped erect the buried waterwheel in question, came forward (*Carbondale Leader*, February 8, 1902, "A BUILDER SPEAKS ABOUT THE WHEELS...") We have read those eight articles, and here is what we have learned:

Waterwheel on Plane No. 1: When the Gravity Railroad opened in 1829, there was a large upright stationary steam engine at the head of Plane No. 1. In 1845 that upright engine was replaced by a pair of horizontal engines and a fifty-foot water wheel, which was operated by Eulis Campbell. This wheel was used only in the spring and fall of the year when there was an abundant supply of water available to power the wheel. This water was taken from the former Durfee saw mill pond on Canaan Street.

When the water wheel at the head of Plane No. 1 was no longer used, part of that wheel was used to make a book case that was owned by J. J. Alexander, in 1902. About the bookcase, J. J. Alexander reported: "It is made of good heavy oak and I think a great deal of it now. When Charles Wurts was going to leave town, I thought perhaps he might not want to take the case along, it was so heavy. That was about 1866, I had quite a number of books on hand and I asked Gus Wurts to go to his uncle and see if he couldn't get the bookcase. He succeeded in doing so for \$25, which I gladly gave, and the bookcase has been in my possession since." (That book case is now owned by the Mitchell Hose Company, Carbondale.)

Waterwheels on Plane No. 28: "Old Plane No. 28 (1845/46-1853): When the Gravity Railroad opened in 1829, Plane No. 28 did not exist. It was established in 1845/1846, and was powered by a waterwheel with water from the Carbondale Canal. The water for the Carbondale Canal came from two sources: the Lackawanna River and the Fall Brook. The raceway from the Lackawanna River went under the Van Bergen building, Dundaff Street, and then into the Carbondale Canal.

The raceway from the Fall Brook ran from a dam just below the Fallbrook Falls and flowed west of present-day Fallbrook Street and then through Carbondale's West Side before it descended to the valley floor and entered, ultimately, the Carbondale Canal. Once under the D&H steam-line tracks, the Carbondale Canal flowed, generally, north-south through downtown Carbondale. In so doing it passed twice under the loaded track of the Gravity Railroad, twice under the D&H steam line tracks, and once under Eighth Avenue, before re-entering the Lackawanna River, in three different locations, in South Carbondale. Old Plane No. 28 served up to 1853, when New Plane No. 28 was built.

“New Plane No. 28 (1853-1859): There were three waterwheels here: one in the period 1846-1853, and two (an overshot wheel, fifteen feet in diameter and ten feet abreast, and a second wheel, slightly smaller and geared to the other wheel) in the period 1853-1859. It was near “New Plane No. 28” that the coal pockets were later built, and where the buried waterwheel and wheelpit were found in 1902.

These water-powered planes on “old” and “new” Plane No 28 were used to transport coal to the foot of Plane No. 1 from (1) the newly opened mines in the Carbondale area (the Powderly mine, beginning in 1845; the Fall Brook mines, beginning in 1846), and (2) the mines in Archbald, the coal from which was now being shipped to Carbondale over the newly-established level from the top of the hill at Archbald to Plane No. 28 area in Carbondale.

Waterwheel on Plane No. 21: The third area of the Gravity Railroad where water power was used was in downtown Archbald, on Plane No. 21.

Plane No. 21, also known as C Plane, was the first of the south-bound planes between Archbald and Olyphant. When this plane was installed in 1859, the motive power on the plane was a waterwheel that was powered by a canal running from White Oak Run parallel to the Lackawanna River. In an article on the Gravity Railroad in Archbald that was published in the *Carbondale News* of January 10, 2001 (p. 7) we read: "The waterwheel at C Plane was powered by a canal which connected White Oak Creek to the Lackawanna River at a point where the river bends at the base of C Bush [Plane No. 21]."

In 1865, this waterwheel at the foot of Plane No. 21 was replaced with a stationary steam engine at the head of the plane. At that time, the Canal was filled with earth, stone, and cinders. Later in the nineteenth century, tracks of the New York, Ontario and Western Railway were laid on the former D&H Canal basin in downtown Archbald.

Over the years, various persons with an interest in the D&H Gravity Railroad have made incorrect statements about the *terminus post quem* (beginning date) and the *terminus ante quem* (the closing date) of the use of water power on the D&H Gravity Railroad. The final word on the question of

the final date is given in brief notice that was published in the *Carbondale Advance* of Saturday, February 8, 1868, p. 3, as follows: "The Del. & Hud. Canal Co. have just put a stationary steam engine in at Plane No. 14, on their railroad, in place of the old water power. The engine was built at the Dickson Works, Scranton, and has been placed in charge of Silas Hoyle as Head Engineer and Walter Bryant, Assistant. The company now work the cars on all their planes by steam power.—*Herald*" (*Carbondale Advance*, Saturday, February 8, 1868, p. 3.)

Summary statement on the question of waterwheels on D&H Gravity Railroad: In the period 1845-1868, Planes 1, 14, 15, 16, 17, 21, and 28, at various periods, as we have described above, were powered by waterwheels.

* * * * *

76. *North Carbondale Coal Company*; pamphlet in the collection of Cody Gonsauls, (Carbondale Township Historical Society) and borrowed on September 29, 2004 by S. R. Powell for presentation here.



North Carbondale
Coal Company.pdf

77. Gravity Railroad 195th Anniversary of opening, October 9, 1829; post by SRP in the Delaware and Hudson Railroad Facebook page on October 9:



Delaware and Hudson Gravity Railroad Opening Day: October 9, 1829: John B. Jervis (1795-1885), who worked with Benjamin Wright on the construction of the Erie Canal, was the most noted civil engineer of his time (a likeness of Jervis is shown here). On March 14, 1827, he was

named Chief Engineer of the Delaware and Hudson Canal Company and served the D&H in that capacity for two years. It was Jervis who designed the 1829 configuration of the Gravity Railroad. Construction of the road began in 1827 and was completed in June of 1829, at a cost of \$3 million. The D&H Gravity Railroad opened on Friday morning, October 9, 1829 (which was one hundred and ninety five years ago).

The importance of the D&H Gravity Railroad in American history can not be over-stated. The anthracite coal that was mined by the D&H in the Lackawanna and Wyoming Valleys of northeastern Pennsylvania and shipped to market via the D&H Gravity Railroad and Canal made possible the industrialization of America in the nineteenth century.

Shown here is a stereograph view by Ludolph Hensel of the D&H Gravity shops in Carbondale that were located behind the Ben-Mar Restaurant (formerly the Pennsylvania Division office of the D&H) on North Main Street in Carbondale. Note that the majority of the D&H employees seen in this photograph posed for Hensel when he took this picture.

“Likes” from [Ed Cox](#), [Carbondale Township Historical Society](#), [Pennsylvania Historical Society](#), [Mason Schade](#), [Al Shadow](#), [Edward Zech](#), [Rod Rozell](#), [Jim Thomas](#), [Laurie Ramie](#)

Note to SRP from Laurie Ramie, Delaware and Hudson Transportation Heritage Council, on October 9: “Hi Robert – I’ve added your text and the two images to the D&H Transportation Heritage Council’s Facebook page as well: <https://www.facebook.com/DHTHC>”

78. New overhead door on Belden Hill tunnel; D&H Group, Facebook, October 9, 2024:

147 Year Old Belden Tunnel Gets A New Overhead Door

“The historic Belden Tunnel which gives the railroad passage through Belden Hill had a new overhead door installed on its south portal last December [2023]. The job was done by local garage door contractor, Choice Garage Doors out of Afton.

In September 2015, Norfolk Southern Corporation (NSCorp) acquired 282 miles of the Delaware & Hudson’s Railway Co.’s (D&H) line between Sunbury, PA., and Schenectady, NY. This includes the rail line that runs through our beautiful rural community [Afton, NY].

The Belden Tunnel is situated on this main line about 10 miles due west of Afton. Canadian Pacific, which D&H is a subsidiary of, has also attempted to acquire all of fellow rail giant NSCorp in recent months, but the attempt was unsuccessful.

The new system is a vertical lift, sectional style door and is designed to withstand winds over 100 mph. It weighs around 2,200 lbs. and is counterbalanced with weight ballasts, providing greater dependability and less maintenance than a standard spring counterbalanced system. It is

just over just 18 ½ feet wide and towers 26 feet high. The door is operated automatically with an electric operator that is controlled by the railroad signal system and can be controlled by the NS Corp dispatcher in Harrisburg, PA.”



New Overhead Door on Belden Tunnel

79. Cows at Nineveh: D&H Facebook group, January 19, 2025; post by Sam Botts:

“We used to kid JJ about his collection of "inflatable" animals. He loved working animals into his shots whenever he could. I can almost hear Larry Moss now telling JJ "You must've brought the entire cow collection with you for this shot"... Photo is taken of a southbound approaching SW Cabin at Nineveh Jct., by JJ Young, Jr.”



80. “BLHS D&H Bibliography, 2018-2024, of S. Robert Powell” by S. Robert Powell: (*BLHS Bulletin*, October 2024, pp. 23-24, 26)



BLHS D&H
Bibliography, 2018-2

81. “D&H History in an Electronic Format” by S. Robert Powell: *BLHS Bulletin*, November 2024, pp. 20, 22)



D&H History in an
Electronic Format.pc

82. “Annual Updates Are Necessary and Important” by S. Robert Powell: *BLHS Bulletin*, November 2024, pp. 4, 15)



Annual Updates
Are Necessary and Ir

83. The Two “Return” Planes in the Light Level of Plane No. 8 in the 1856-1859 Configuration of the D&H Gravity Railroad” by S. Robert Powell:

The Two “Return” Planes in the Light Level of Plane No. 8 in the 1856-1859

Configuration of the D&H Gravity Railroad

By S. Robert Powell, Ph.D

Rollin Manville was the constructing engineer of the 1856-1859 configuration of the D&H Gravity Railroad. Here is what was built at that time under his direction:

Eight entirely new, double-tracked planes were built from Carbondale to the top of the Moosic Mountain at Farview. The foot of Plane No. 1 was in the same location as in 1829 and 1845, but Plane No. 1 now went up the mountain on what is named Dickson Avenue at present. Planes Nos. 2 and 3 went up the ravine to the Artesian Well area and crossed the ravine to the north. Heading north and then east in a broad sweeping curve up the mountain were Planes 4, 5, and 6. Plane No. 7 was behind No. 7 Pond.

Loaded Cars on Plane No. 8: Plane No. 8 was on the summit of the mountain. The level for loaded cars from the head of Plane No. 8 (2,000 feet above tidewater) to the head of Plane No. 9 (the first of the three downhill planes from Farview to Waymart) was the Summit Level, which was 4,895 feet long. There were at this time three double-tracked planes (with one track for loaded cars and one track for light cars) down from Farview to Waymart, Nos. 9, 10, and 11.

The Ten-mile level remained as in 1845: single tracked, loaded cars only. Planes Nos. 13- 17: single tracked, empty cars only, same as in 1845. Between 1848 and 1868, the water wheels on Planes 14, 15, 16, and 17 were all replaced with stationary steam engines.

Once back at Waymart, the empties were raised up Planes 11, 10, and 9. At the head of Plane No. 9, the empties were moved onto the light level on Plane No. 8.

In 1859, all of the planes and levels between Carbondale and Honesdale, except Planes Nos. 13-17 and the Ten-mile level, were double-tracked, with both tracks, except on Planes 7 and 8, located side by side on the same roadbed.

Loaded and Light Levels on Plane No. 8 were separated: On Plane 8 (1859), the loaded car level and the light car ("return") level were detached from each other (on different roadbeds) on this level. Why was this done?

In 1845, it will be recalled, the loaded and the light levels on Planes Nos. 1-6 were both on the same roadbed, with the six loaded levels graded so that the loaded cars descended from the head of one plane to the foot of the next by gravity (horses no longer needed on these loaded levels). In 1845, the empty car levels, however, were not graded to the West, which meant that horses were still needed to move the empty cars East to West.

In 1859, all of the loaded levels were, as in 1845, still graded to the East, but now (1859) the light car levels on Planes 6, 5, 4, 3, 2, and 1 were graded to the West, which meant that the empty cars could now be moved down those levels by gravity and that horses were no longer needed on those levels. What about the light car levels on Planes Nos. 7 and 8?

Light Cars on Plane No. 8: To move the empty cars, East-West, on the top of the Moosic Mountain in 1859 (from the head of Plane No. 9 to the head of Plane No. 7), the light cars were moved onto the light car level of Plane No. 8, which was graded so that the light cars moved to the west by gravity.

Given the topography of the Moosic Mountain in the area through which the light level on Plane No. 8 had to pass on its way to the head of Plane No. 8, there came a point, about halfway down the level, when the westward movement of the empty cars on the light level of No. 8 came to an end. At that point, the cars were pulled up a “return plane” (in Level No. 8) that took the empty cars to the head of Plane No. 8.

Given the topography of the Moosic Mountain in the area through which the light level on Plane No. 7 had to pass on its way to the head of Plane No. 7, there came a point, about three quarters of the way down level No. 8, when the westward movement of the empty cars on the light level of No. 8 came to an end. At that point, the cars were pulled up a “return plane” (in Level No. 7) that took the empty cars to the head of Plane No. 7. Once the empty cars reached the head of Plane No. 7, they were then moved down the mountain on the light car levels on Planes Nos. 6, 5, 4, 3, 2, and 1.

As a result of those changes in the levels on Planes Nos. 1-8 at this time (1859), horses were no longer needed on the light levels of the Gravity Railroad to move the cars. Horses were used, however, right up to the closing of the Gravity line at the end of the nineteenth century, like switcher engines, to move cars at the foot of Plane No. 1 and Plane No. 13.

The Transformation of the Light Car Level on Plane No. 8 in 1856-1858 into Level No. 20 in 1868:

Given the fact that the westward movement of the empty cars on the “light” level of Plane No. 8 came to an end twice, and that two return planes had to be inserted in that level to raise the cars uphill to the engine houses, first on Plane No. 8, and then on Plane No. 7 (so that the empty cars could be sent down the mountain via Planes Nos. 8 and 7), we can deduce (1) that the terrain through which the light car level on Plane No. 8 passed not only sloped upward to the North but also to the West, and

(2) that the light car level on Plane No. 8 was, in effect, the door opener, so to speak, for the complete liberation of the light track from the loaded track in the D&H Gravity system on the Moosic Mountain and in the Lackawanna Valley. Nine years later, in 1868, when the 1868 configuration of the D&H Gravity Railroad would become a reality, that door would be wide open.

* * * * *

84. November 2024 *BLHS Bulletin*, p. 45: D&H Caboose 35964 and the Carbondale Scarecrow Festival, 2024:



Page 45:

The scarecrow was the conductor on the Carbondale Historical Society's D&H caboose 35964 at Carbondale, PA. Carbondale was having a Scarecrow Festival, and on September 28, 2024 **Mike Bischak** took this photo.

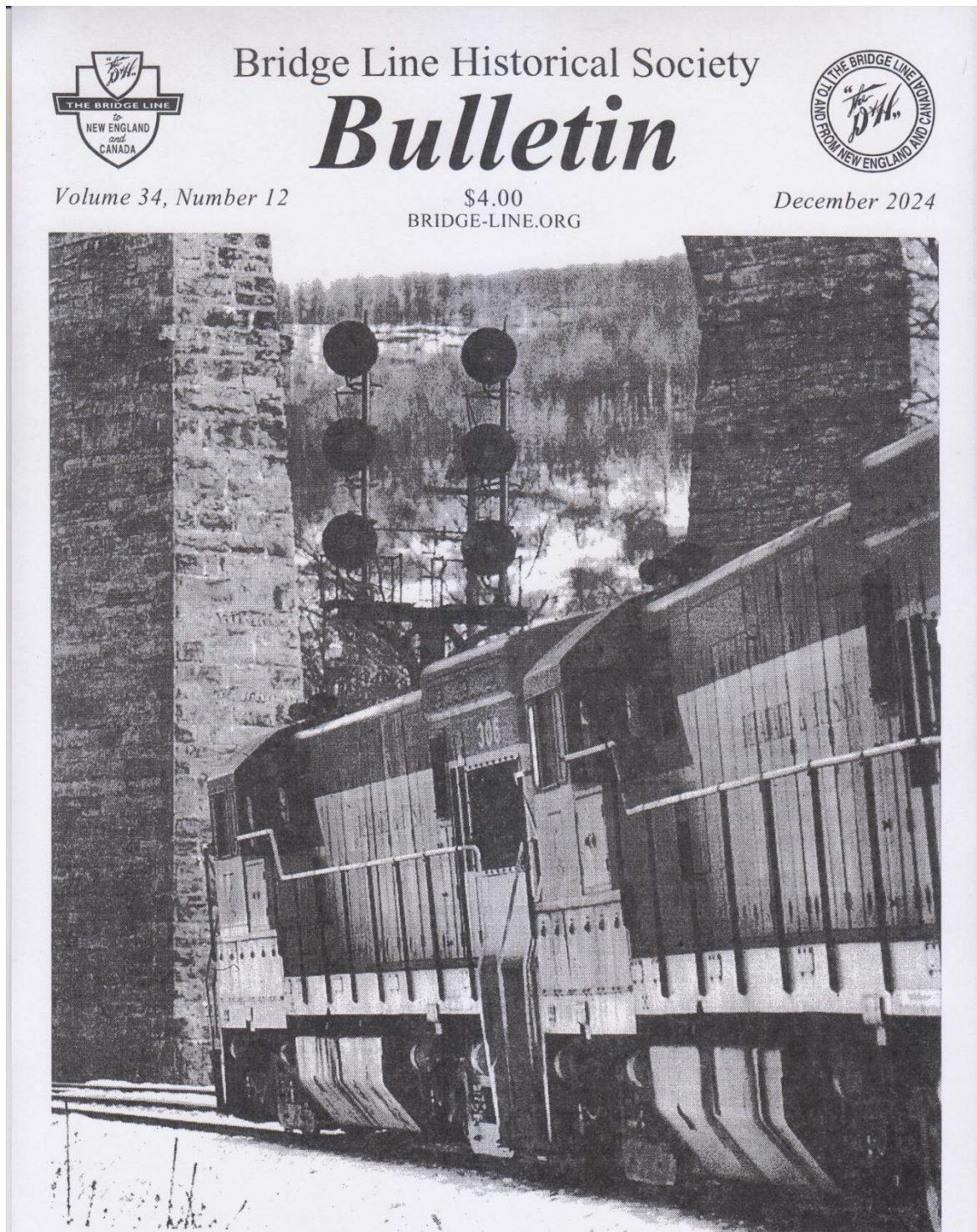
85. Derailment of D&H No. 760

“The article “Unstoppable on the D&H” in *Industry News* in the November 2024 issue (p. 10) is an account of the high-speed descent of the Jefferson Branch of the Erie Railroad by GE U33C D&H No. 760 while serving as a pusher on the steep uphill grade to Ararat. What happened? At Burnwood, the 760 became a runaway engine and raced down the Jefferson Branch (through Herrick Center, past Stillwater Dam, into Forest City, and beyond), reaching speeds of almost 65mph. In a sharp curve in a rock cut near the former Northwest Junction of the NYO&W, north of Simpson, the engine derailed.

When I read that account of the high-speed descent of D&H No. 760 down the Jefferson Branch—and of the eventual derailment of the engine—I said to myself: “We have several photographs of engine derailments and of unidentified railroad wrecks in our collection. I wonder if one of our unidentified railroad photographs is of the derailment of the 760 above Simpson? Five minutes later, I said to myself: “Sure enough. That’s D&H No. 760!” That photograph is shown here. Given the abutments seen in this photograph, it would not be difficult to walk to the exact spot of this derailment. (S. Robert Powell, Carbondale Historical Society)”



86. December 2024 *BLHS Bulletin* (including “Railroad Maps Donated to Carbondale D&H Transportation Museum”), December 2024, pp. 4, 9, 12-13.



p. 3

Condolences

This month we'd like to express our sympathy to **Charlie Friderici** and his family and friends. Charlie's mother recently passed away.

We'd also like to express our condolences to the family and friends of **Evan Eisenhandler**, who recently passed away, having been ill for quite some time. Evan was a Columnist and a Board member, and will be sorely missed.

BLHS Bulletin

December 2024

← Gentleman of the
old school; very
likable guy.

p. 11

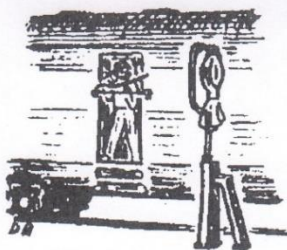
Hélas, We All Have Feet of Clay from by S. Robert Powell, PhD

I know, as well as I know my own name, that the D&H Harpursville trestle is located in Harpursville, N.Y. Why, then, did I say, in my "Annual Updates..." article in the November *Bulletin* (pages 4, 15), that that trestle is located in Nineveh? Beats me. Was I half-asleep when I typed up that article? Had I had too much cabernet sauvignon with dinner? Was there a full moon? I can't answer that question.

Whatever the case, sincere thanks to those readers who gently reminded

me that there was a "factual derailment" in that article. That "derailment" is proof positive, *Hélas*, that we all have feet of clay, so to speak, and that, with no exceptions, we all need each other, all the time, if we are to stay on track.

Our vaunted proofing crew also apologizes. ... BB



The Mail Car

Mail from our favorite
source - our readers!

A Fort Edward Express? from Kip Grant

We received a note from **Kip** about the photos on page 5 in our November issue. Those photos showed a train at an unnamed station on a rainy day. He identified the location as Fort Edward, and thought that train might have been the "Fort Edward Express". Kip said that, in that case, the first car (a combine) would also be the combine used that day on the Lake George Branch.

The last three cars in the photos were all baggage cars, but the door arrangements on them did not match. The first baggage/express car had four doors (two per side), but the others had eight doors (four per side). I'm not at all sure of the significance of that.

✓ Hélas, We All Have Feet of Clay from by S. Robert Powell, PhD

I know, as well as I know my own name, that the D&H Harpursville trestle is located in Harpursville, N.Y. Why, then, did I say, in my "Annual Updates..." article in the November *Bulletin* (pages 4, 15), that that trestle is located in Nineveh? Beats me. Was I half-asleep when I typed up that article? Had I had too much cabernet sauvignon with dinner? Was there a full moon? I can't answer that question.

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Our vaunted proofing crew also apologizes. ... BB

DAH-BLHS-DAH-BLHS-DAH-BLHS-DAH-BLHS-DAH-BLHS-DAH-BLHS-DAH

Receiving Yard from page 11

restore the locomotive to operation for use on its popular Indiana Rail Experience excursions.

The 3001 is the largest surviving NYC steam locomotive and the only member of the L3a class to escape the scrapper's torch. The locomotive was under the care of the City of Elkhart, Ind., and has been on display at the National New York Central Museum for decades, after being purchased from a museum in Dallas, Texas. The deal includes locomotive 3001 and tender, plus an auxiliary tender. In return for the locomotive, the National New York Central Museum will receive \$20,000; the City of Elkhart will receive help with creating a strategic plan for the future of the museum and its equipment; and the promise that when restored, FWRHS will do its best to bring the 3001 back to Elkhart for a visit. The deal notes that is entirely dependent on the engine being allowed to operate on Class 1 rails, specifically Norfolk Southern, which runs past the museum.

The society has announced the American Locomotive Project, a \$100,000 kick-off challenge grant for the \$4.3 million restoration project and an initial goal of raising \$500,000 by May 3, 2025. If fully funded, the multi-year effort would include repairs to the boiler, firebox, running gear and appliances. Initial inspections to the 1940-built Alco L3a have already been performed by contractor and consultant FMW Solutions, with support from former Norfolk South-

ern CEO Wick Moorman.

Success would result in the first operational New York Central steam locomotive since May 1957. The 3001 would join Fort Wayne Society's #765 as an excursion stablemate in the Indiana Rail Experience, the excursion partnership between the society and the Indiana Northeastern Railroad. The locomotive would operate on ex-NYC trackage between Coldwater, Mich., and Steubenville, Ind., and join the fleet of seven Budd streamlined cars built in 1941 for the NYC's *Empire State Express* and purchased from Rochester & Genesee Valley Railroad Museum in 2023.

Donor pledges can be made by mail to Re 3001, P.O. Box 11017, Fort Wayne, IN 46855.

Trains News Wire, Railfan.com,
Champlain Valley NRHS **Shortline**

DAH-BLHS-DAH-BLHS-DAH-BLHS-DAH-BLHS-DAH-BLHS-DAH-BLHS-DAH

For the Record from page 4

11. *Rensselaer & Saratoga Railroad, The Chateaugay R. R. Co., St. Lawrence & Adirondack R. R. Co. Clinton County, NY.*

And so, these astonishing railroad maps have been saved. Now our work begins. Much will be learned from these maps in the years ahead. Stay tuned.

(Maps on pages 5 and 9.)

DAH-BLHS-DAH-BLHS-DAH-BLHS-DAH-BLHS-DAH-BLHS-DAH-BLHS-DAH

Page 13:

Top: Facilities of Delaware & Hudson / Napierville Junction Railway at Rouses Point, NY. Map provided by **S. Robert Powell** of Carbondale Historical Society.

Bottom: Webster Summit Tunnel Station, D&H / Albany & Susquehanna Railroad, Binghamton to Albany line. Map provided by **S. Robert Powell** of Carbondale Historical Society.

For the Record
Railroad Maps Donated to Carbondale D&H Transportation Museum
 by S. Robert Powell, Ph.D.

The Medina Railroad Museum, located in the old New York Central freight depot in Medina, NY, is one of the largest (301 feet by 34 feet) freight depot museums in the country. The building itself, built in 1905-1906, is the last surviving wooden freight depot in the United States. Featured in the museum is the largest railroad and toy display in New York, an HO-scale model train layout, 204 feet by 14 feet.

"The Museum's vintage locomotive and train cars from 1947 to 1957 feature five passenger cars and two first-class cars that ride out on the tracks to Lockport and back several times per year for special events. Train season is May through December. In the spring, they provide "A Day Out with Thomas", featuring Thomas the Tank Engine. In the fall, they offer Fall Foliage tours. *Polar Express* rides after Thanksgiving through mid-December feature "cookies with Santa".

In April 2024, the Medina Railroad Museum decided to de-accession eleven "very large and old map volumes that seem to be from the Pennsylvania and New York area, and which are out of scope for our collection". They contacted Steamtown USA as a possible home for these eleven map volumes. Steamtown referred them to "S. Robert Powell at the Carbondale Historical Society".

Powell, not surprisingly, immediately contacted Jocelyn Munn at the Medina Railroad Museum, and reported that "the Carbondale Historical Society and Museum would be very pleased to have the eleven map volumes that they were de-accessioning for our collection". She replied: "That is spectacular! If you would be willing to pay the shipping costs, we will ship them to you". "Yes, we

will pay the shipping costs". (Four boxes: 28 lbs., 63 lbs., 54 lbs., 59 lbs., a total of 204 pounds; total cost for shipping, \$314.28.)

The maps were shipped to Carbondale. What a windfall! Eleven volumes, ten of which we have never seen before! One of the volumes (Map No. 10 in the list given below) is a duplicate of a map volume already in the collection of the Carbondale Historical Society. Several hundred pages in all of these professionally drawn D&H maps, most of which are roughly 36 inches x 30 inches; many are in color. If I were at an auction and these maps were offered for sale, I would bid several hundred dollars for each of these eleven volumes! Here are the titles of these eleven map volumes:

Map Volumes from the Medina Railroad Museum, now in the collection of the Carbondale Historical Society:

1. *The Delaware & Hudson Canal Company Railroad, Pennsylvania Division, Plymouth to Carbondale.* Scale 200 feet to an inch.
2. *Nineveh Branch, Jefferson Junction to Nineveh.*
3. *Delaware and Hudson Canal Company's Railroad, Pennsylvania Division, Plymouth to Green Ridge, Green Ridge to Honesdale.*
4. *Hudson Coal Company Collieries. Atlas Showing Wayne, Susquehanna, Lackawanna, and Luzerne Counties, conveyed by WYOMING VALLEY IMPROVEMENT COMPANY (formerly The Hudson Coal Company) to (BLUE COAL CORPORATION OF MAINE) now HUDSON COAL COMPANY and*

Its Affiliated Corporations.

5. *Maps of Lackawanna & Susquehanna R. R., Jefferson Junction to Nineveh.* (Nineveh Branch of the D&H.)
6. *Jefferson Jct. to Nineveh, V. S. 2 and 3.*
7. *Napierville Junction Railway.* Napierville Co., Quebec.
8. *Maps Binghamton to Albany.*
9. *Albany & Schenectady Railroad.* Included in this volume are maps of the *Cherry Valley Branch* and the *Town of Cherry Valley*; also the *Schenectady Branch* (Delanson to Schenectady), 15 map pages covering Schenectady County, with five map pages (23 in. x 30 in.) covering the Town of Duanesburg.
10. *Maps of Right of Way, Penn'a Div'n, D. & H. Co. Carbondale to Honesdale.* 1901; W. E. Anderson, mapmaker. The Carbondale Historical Society owns a copy of this volume, and we are pleased to have a second copy.

continued on page 12

Page 5:

Top: DL&W F3A #664 passing DL (NKP, ATSF, DH) PA4 #190 at Steamtown National Historic Site, Scranton, PA. **Mike Bischak** photo on August 31, 2024.

Bottom: CNJ RS3 #1554, IC 2-8-0 #790 and NS (DL&W) SD70ACe #1074 at SNHS, Scranton, PA. **Mike Bischak** photo on August 31, 2024.



The Mail Car

Mail from our favorite
source - our readers!

A Fort Edward Express? from Kip Grant

We received a note from **Kip** about the photos on page 5 in our November issue. Those photos showed a train at an unnamed station on a rainy day. He identified the location as Fort Edward, and thought that train might have been the "Fort Edward Express". Kip said that, in that case, the first car (a combine) would also be the combine used that day on the Lake George Branch.

The last three cars in the photos were all baggage cars, but the door arrangements on them did not match. The first baggage/express car had four doors (two per side), but the others had eight doors (four per side). I'm not at all sure of the significance of that.

✓ Hélas, We All Have Feet of Clay from by S. Robert Powell, PhD

I know, as well as I know my own name, that the D&H Harpursville trestle is located in Harpursville, N.Y. Why, then, did I say, in my "Annual Updates..." article in the November *Bulletin* (pages 4, 15), that that trestle is located in Nineveh? Beats me. Was I half-asleep when I typed up that article? Had I had too much cabernet sauvignon with dinner? Was there a full moon? I can't answer that question.

Whatever the case, sincere thanks to those readers who gently reminded

me that there was a "factual derailment" in that article. That "derailment" is proof positive, *Hélas*, that we all have feet of clay, so to speak, and that, with no exceptions, we all need each other, all the time, if we are to stay on track.

Our vaunted proofing crew also apologizes. ... BB

DAH-BLHS-DAH-BLHS-DAH-BLHS-DAH-BLHS-DAH-BLHS-DAH-BLHS-DAH

Receiving Yard from page 11

restore the locomotive to operation for use on its popular Indiana Rail Experience excursions.

The 3001 is the largest surviving NYC steam locomotive and the only member of the L3a class to escape the scrapper's torch. The locomotive was under the care of the City of Elkhart, Ind., and has been on display at the National New York Central Museum for decades, after being purchased from a museum in Dallas, Texas. The deal includes locomotive 3001 and tender, plus an auxiliary tender. In return for the locomotive, the National New York Central Museum will receive \$20,000; the City of Elkhart will receive help with creating a strategic plan for the future of the museum and its equipment; and the promise that when restored, FWRHS will do its best to bring the 3001 back to Elkhart for a visit. The deal notes that is entirely dependent on the engine being allowed to operate on Class 1 rails, specifically Norfolk Southern, which runs past the museum.

The society has announced the American Locomotive Project, a \$100,000 kick-off challenge grant for the \$4.3 million restoration project and an initial goal of raising \$500,000 by May 3, 2025. If fully funded, the multi-year effort would include repairs to the boiler, firebox, running gear and appliances. Initial inspections to the 1940-built Alco L3a have already been performed by contractor and consultant FMW Solutions, with support from former Norfolk South-

ern CEO Wick Moorman.

Success would result in the first operational New York Central steam locomotive since May 1957. The 3001 would join Fort Wayne Society's #765 as an excursion stablemate in the Indiana Rail Experience, the excursion partnership between the society and the Indiana Northeastern Railroad. The locomotive would operate on ex-NYC trackage between Coldwater, Mich., and Steubenville, Ind., and join the fleet of seven Budd streamlined cars built in 1941 for the NYC's *Empire State Express* and purchased from Rochester & Genesee Valley Railroad Museum in 2023.

Donor pledges can be made by mail to Re 3001, P.O. Box 11017, Fort Wayne, IN 46855.

Trains News Wire, Railfan.com,
Champlain Valley NRHS **Shortnote**

DAH-BLHS-DAH-BLHS-DAH-BLHS-DAH-BLHS-DAH-BLHS-DAH-BLHS-DAH

For the Record from page 4

11. *Rensselaer & Saratoga Railroad, The Chateaugay R. R. Co., St. Lawrence & Adirondack R. R. Co. Clinton County, NY.*

And so, these astonishing railroad maps have been saved. Now our work begins. Much will be learned from these maps in the years ahead. Stay tuned.

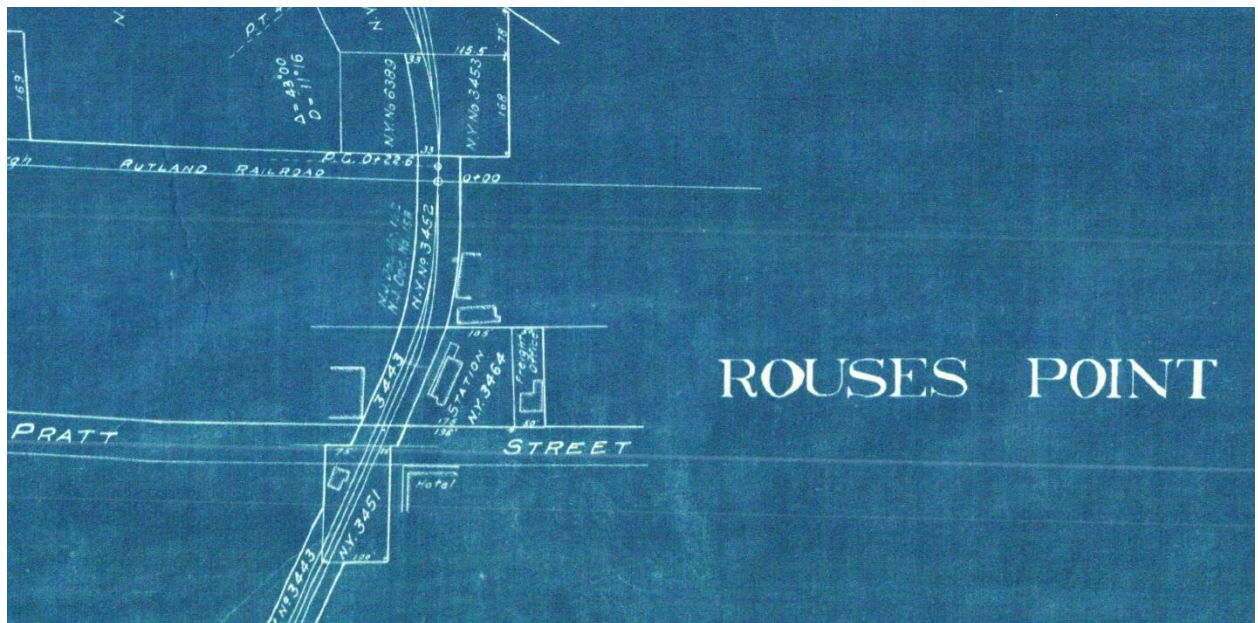
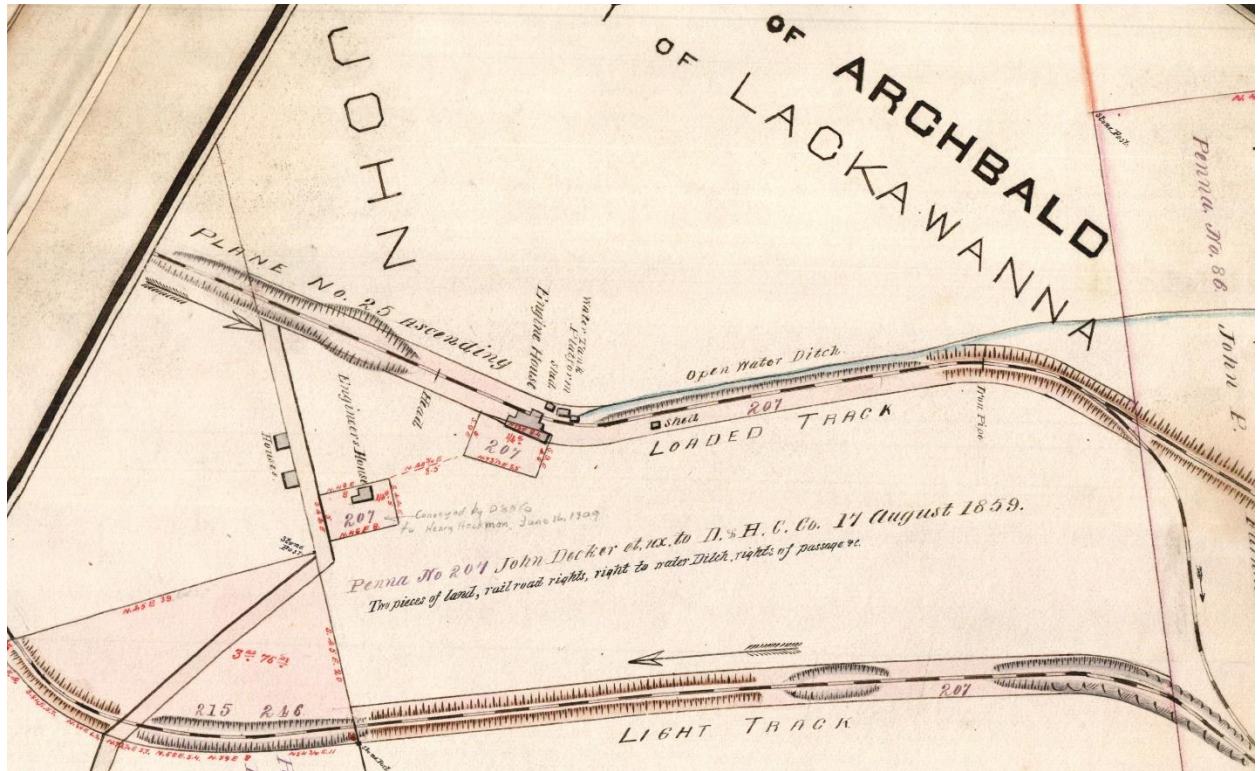
(Maps on pages 5 and 9.)

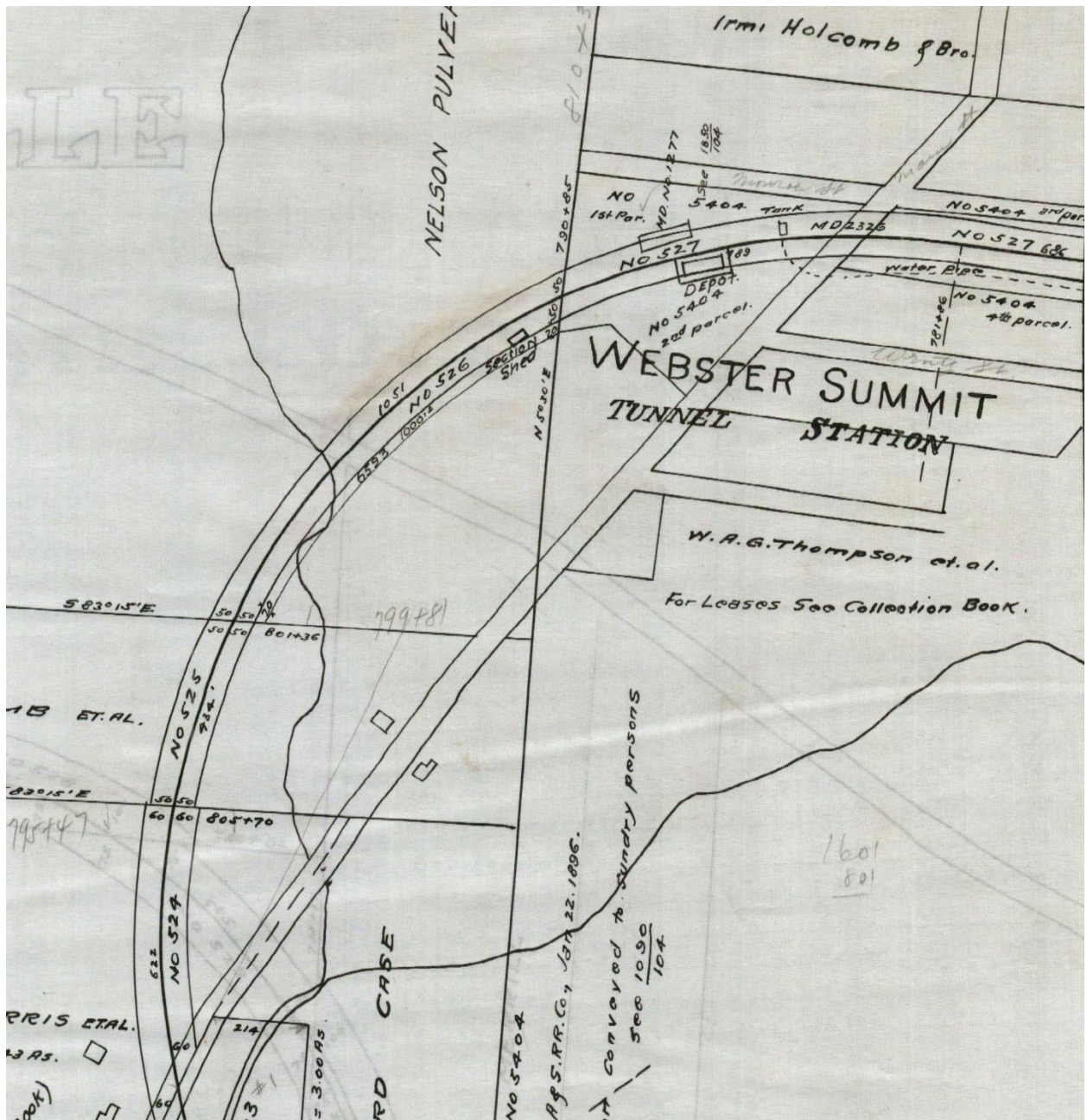
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Page 13:

Top: Facilities of Delaware & Hudson / Napierville Junction Railway at Rouses Point, NY. Map provided by S. Robert Powell of Carbondale Historical Society.

Bottom: Webster Summit Tunnel Station, D&H / Albany & Susquehanna Railroad, Binghamton to Albany line. Map provided by S. Robert Powell of Carbondale Historical Society.

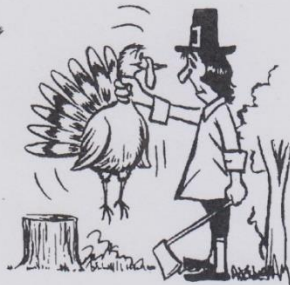




by S. Robert Powell, PhD

The item “Unstoppable on the D&H” in *Industry News* in the November 2024 issue (p. 10) is an account of the high-speed descent of the Jefferson Branch of the Erie Railroad by GE U33C D&H No. 760 while serving as a pusher on the steep uphill grade to Ararat. What happened? At Burnwood, the 760 became a runaway engine and raced down the Jefferson Branch (through Herrick Center, past Stillwater Dam, into Forest City, and beyond), reaching speeds of almost 65 mph. In a sharp curve in a rock cut near the former Northwest Junction of the NYO&W, north of Simpson, the engine derailed.

When I read that account of the high-speed descent of D&H #760 down the Jefferson Branch – and of the eventual derailment of the engine – I said to myself, “We have several photographs of engine derailments, and of unidentified railroad wrecks in our collection (of the Carbondale Historical Society). I wonder if one of our unidentified railroad photographs is of the derailment of the 760 above Simpson? Five minutes later, I said to myself, “Sure enough. That’s D&H No. 760!” (That photograph is shown on page 29 in this issue.) Given the abutments seen in this photograph, it would not be difficult to walk to the exact spot of the derailment.



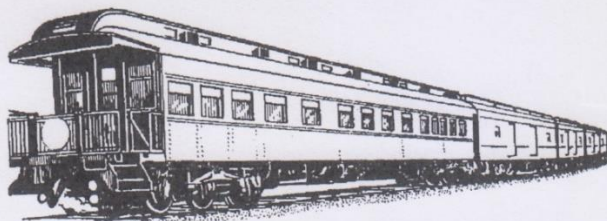
p. 14



BLHS *Bulletin* - December 2024

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The aftermath of the run-away of D&H #760, mentioned in the last issue, and now amplified by **S. Robert Powell, PhD** elsewhere in this issue (story on page 14). Photo from the collection of the Carbon-dale Historical Society.



Open Platform Observations

by Steve Wagner

p.15

CCCCXXXIV: "Serendipity Forever"

This month's subtitle is a takeoff on the old labor union song "Solidarity Forever", set to the same tune as "The Battle Hymn of the Republic" and "John Brown's Body", originally for the hymn, "Say Brothers Won't You Meet Us". The word serendipity means accidentally finding something good; it was coined by Horace Walpole in 1754, based on a Persian fairy tale, "The Three Princes of Serendip".

My latest serendipitous discovery, made October 11 as I was driving home one day prior to my trip to Scotia, was a public radio feature about a "sasquatch festival" in Whitehall, NY. That even was a day or so earlier, and featured as its final events two sasquatch-calling contests, one for adults, one for kids. I have two related HO models that I plan to place on part of my layout that remains without forest scenery for now: a yellow road sign warning of a possible sasquatch crossing and, from Miniprints, an unpainted sasquatch. Bernard Hellen's firm sells them.

Comments on our November issue

I was very glad to read in Doug Barron's "Receiving Yard" that the North Creek Depot Museum remains open to visitors. I greatly enjoyed a BLHS meeting in that town a few years ago, held in the spring when there was still some snow nearby.

I want to check out the Internet Archive discussed by S. Robert Powell, Ph.D. Once I have sent in my submissions for this issue, I'll be writing the Rev. Walter F. Smith

SRP
←

THE GRAVITY RAILROAD IN ARCHBALD.

A PAPER READ BY P. A. PHILBIN AT
THE REUNION OF THE GRAVITY
MEN'S ASSOCIATION IN SCRANTON,
SATURDAY, SEPTEMBER 4, 1915.

Mr. President, Ladies and Gentlemen:—

When my good friend, Mr. O'Connor, asked me to prepare a paper for this Gravity re-union, I was disposed to decline because I was at a loss to know what phase of its history to write about, so completely has the past of the Gravity system been revealed at former re-unions: but when there was added to Mr. O'Connor's gentle persuasiveness, the pressing energy of your honored President, Mr. Lorenz, there was no refusing; so the result of their exertions is the paper I have the honor to submit to-day.

It is not only on the score of friendship with your officers that I am privileged to be here, but I think I may also claim a sort of hereditary right because my grandfather was one of the builders of the Gravity extension to Archbald in 1846. The town of Archbald, in which I live, was named for the general superintendent of the system, James Archbald. Excepting Carbondale and Honesdale, it was the most important town on the system. The Gravity was so much a part of us and of our history; so many of our people used it and found employment on it and so long have I seen it in operation, that I may be qualified, by observation at least, to say something of the part it played in our development. I shall, therefore, confine myself to the Gravity chiefly as it relates to Archbald leaving for some other occasion the task of telling more fully its relation to the towns to the north and south of us.

Beginning the Extension.

The extension of the Gravity railroad from Carbondale south was really responsible for the settlement of Archbald. In the Summer of 1845, the work of building was begun. The contract for the construction of the railroad from the Great Western mill in Jermy to Archbald was awarded to Patrick Kearney of Carbondale and Thomas McLoughlin of Scott. The

square timber used in the roadbed, to which the "ribbon" and strap-rail were fastened, was furnished by Thomas Meredith, a son of Samuel Meredith, a Revolutionary soldier and confidential friend of Washington. Meredith had a mill at Mayfield in which the timber was prepared and his son, Samuel, had actual charge of the contract. The Merediths, although men of considerable strength of character, were somewhat eccentric and the story goes that the son lost \$1500 on this contract. When upbraided by the father for his poor exhibition of business judgment, the son insisted that instead of losing \$1500, he had made a thousand dollars because he had lost a thousand less on this contract than his father had lost on a similar contract the preceding year. The fortune of the Merediths was lost in 1856 in a coal investment at Jessup that has since proved exceedingly profitable. It was this same Thomas Meredith who sought to have the charter of the Delaware & Hudson Company annulled by the legislature because it sold lumber to its workmen.

In the Spring of 1846, the old No. 1 mine at Archbald was opened and the coal from this mine was hoisted up two planes, known as No. 1 and No. 2, to the top of the mountain to the north of Archbald and the cars then went down the other side of the mountain of their own momentum, to the foot of Davis' plane in Carbondale. This mine opening was on the edge of White Oak creek about four hundred feet east of the Delaware & Hudson passenger railway. A single track ran from it to the foot of No. 1 plane, where the White Oak scale stood, while the head of the plane was opposite the Jordan residence on Hill street. The foot of No. 2 was about two hundred feet north of the head of No. 1 while the head of No. 2 was back of the Louis Otto home. The first engineer at No. 1 was Thomas Sayers, the first at No. 2 was George Simpson, later a prominent coal operator. The location of these old planes, which

were an important part of the Gravity system from 1846 to 1859, may be still traced amid the shrubbery under the ledge of rock to the east of Hill street.

The Old Planes.

The planes were built by Patrick Gilmartin, the first settler and a prominent citizen of Archbald in the early days, under the direction of engineer Gideon Frothingham. Not the least of the builder's troubles were the rattlesnakes with which the locality abounded. Nearly all the workmen were recently of the Emerald Isle and they had a particular abhorrence of "sarpints." The sight or sound of one would demoralize the force. On one occasion a blast fired in the early Spring uncovered a den of twenty-four rattlers hibernating under a dislodged rock. One of the workmen was bold enough to break them in pieces as he would so many twigs.

The line was finished in the Summer of 1846 and the first runners over it were Luke Williams, Jerry Sherry, Conrad Coon, Phil Franklin, Ike Madison, and Jonathan and Owen Jones. Later runners over the line in the 50's who are still living were Edward Craig, of Archbald and Patrick Boland of Scranton, who is still in active duty as tipstaff of the county court. Mr. Boland in 1859 ran the first trip of cars around the "buckhorn", as the curved stretch of track between planes C and D was called.

Archbald the Terminus.

Archbald was the southern terminus of the Gravity railroad from 1846 to 1859. All the freight received for and from the residents of the Lackawana valley as far south as Pittston was received at the depot, or storehouse, as it was commonly called, which stood about one hundred feet south of the Hill street crossing of the Delaware & Hudson railway. The first station-agent at this depot was John Spangenburg and his assistant was James Corcoran. Because of the large freight business even in that far off time, the depot, which was 60 by 100 feet in size, was frequently packed with goods. This was the case especially in the spring and fall when the merchants of the valley went to New York to do their buying. It took from two to three weeks for a shipment from New York to reach the valley. The freight was loaded on canal boats there and towed up the Hudson to Rondout, the eastern terminus of the canal, and thence to Honesdale. It is a fact not generally

known, that the T rails used in the building of the main line of the Erie railroad were shipped to their destination from Scranton's mills in Slocum Hollow by way of Archbald. These rails were taken to Archbald on long wagons, drawn by four-horse or four-mule teams and loaded on trucks at the foot of No. 1 plane and sent over the mountains to Honesdale and the canal.

The Erie Rails.

This shipment of rails, by the way, was the salvation of the Erie railroad. Although the T rail was an American invention there were so few made here that England was the chief source of supply and in the early 40's they were sold for \$80 a ton. The State of New York had assisted in building the Erie railroad and the Erie company could not pay the interest on the \$3,000,000 which it owed the State. The railroad was, therefore, advertised for sale under foreclosure by the State Comptroller but the sale was postponed by the legislature and the company was given until April 14, 1851 to complete the railway to Dunkirk, N. Y. At this juncture the Scrantons interested William E. Dodge in their mills and on their assurance that T rails could be manufactured for little more than half the price of the English product, Dodge advanced the money for the equipment of the Scranton mills. The twelve thousand tons he contracted for were sold for \$46 a ton and were ready for delivery in 1847. The promptness of the Scrantons in delivering these rails enabled the Erie company to complete the railroad within the required time.

The Old Coal Cars.

Professor White, in his excellent address last year, told you of the primitive construction of the old Gravity track, but, as I recall, said nothing of the cars. They were practically the same in the early days, as they were when the road was abandoned in 1898, except that they were considerably smaller. They held between two and a half and three tons of coal. The coal was not prepared for market in different sizes as it is now and not only were the methods of mining and preparing very crude but the method of handling was also. Thus, when the Delaware & Hudson company began taking coal from what is known as the creek level in Archbald, the Gravity cars which came in to be loaded were dropped from one branch to another by means

of a strong hemp rope wound around a tree stump that stood close to the mouth of the mine. This stump did service as a sheave wheel for several years.

In the old days the car brake was simple in construction but somewhat uncertain in use. It was a swinging brake with a wooden shoe that pressed the top of two wheels of the car. Every fourth or fifth car in a train of thirty or forty cars was equipped with this brake. While it was in use the second runner--and there were usually three in a train--carried a leather strap over his shoulder to which were attached a number of blocks or "sprags". He also carried a "puddler", a notched piece of wood which was fastened on the front of the car between the topbeam and the brake-lever to keep the brake down. For years after this part of the Gravity line went into operation the runners were provided with a stout hemp rope with a hook on each end which was fastened to the car and the cable as the cars went up the Carbondale planes. The brake in use when the line was abandoned was the invention of James Nicol, for many years a resident of Archbald. It was a double brake with the shoe pressing the eight wheels of the car from the bottom.

In the early days, the first car of every trip had a front board which projected forward about five feet, and on this the foreman of the trip sat. It was his duty to throw the switches, to keep the track clear and to give warning of danger to the other runners. It was while doing his duty as foreman that Charles Hallock, one of the most popular of the early runners, was killed. The use of this board was abolished by C. P. Wurts.

First Passenger Trains.

Before 1859, no passenger trains were run on the Gravity system. It was used only for coal or other forms of freight. The Company was, however, very generous in permitting the use of its cars without profit and sometimes at considerable loss. It was not an uncommon thing for a party of boys or girls who wished to have a lark, to take one or more of the Gravity cars and start away without as much as asking leave. This was invariably done on the rare occasion of a picnic or a circus in Carbondale and there are instances on record of elopements having been effected by this same means. Later on, when the boys got careless about

returning the cars where they found them, and after accidents had happened, the Company stopped the practice.

In 1859 a passenger service was established. This consisted of one round trip daily between Carbondale and Providence. The train was made up of one passenger car and a car for freight, each about twenty-five feet long. The passenger was simply a freight car with four windows, two feet square, cut on each side and a door at each end. The seats were two long benches, one on each side of the car. A stove stood in one corner of the car. The interior finish of the passenger car was not elaborate but the car was comfortable and it was certainly a great convenience to the people, who, at that period, were coming into the valley in large numbers. In those days the Gravity line ended at the foot of plane G in Olyphant and the cars were then drawn by a locomotive to Providence. The journey to Scranton was made on foot or by stage-coach from Providence. The fare from Archbald to Carbondale was 50 cents the round trip and to Scranton one dollar, with less rates between intermediate points. The first passenger conductor on this line was Lew Decker. Other early passenger conductors were a Mr. Guire of New York, Alva Daley and Elliot Skeels. Mr. Skeels had charge of the first passenger train run on the steam road. After nearly sixty years of faithful service he was recently retired on a pension. The first freight conductor was John Brown of Carbondale. Another of the early freight conductors was Jud Callendar of Peckville.

In Archbald, from the late 50's to 1871 when the steam railroad went into operation, there were two depots, one at Salem street on the east side of the town and the other on the hill back of the Dickson store on the west side of the town. Both were tended by the late Adam V. Gerbig. It was his practice to do business at the east side station until the south bound train came from Carbondale and then to meet the north bound train at the west side station, where passengers only were taken on. This train had the right of way and each plane on the line was cleared of coal trains ten minutes before its arrival. Mr. Gerbig served as station agent for the Delaware & Hudson Company for nearly thirty years.

In the Civil War.

Over the Gravity line during the

Civil War, troops moved to and from the front. The line afforded the most convenient mode of traveling for the hundreds, many of them Gravity men, who responded to the call of their country during its four years of civil strife. Most of the moving of troops took place in the night, partly to avoid interference with the ordinary traffic of the road and partly to avoid the confusion that always attended the departure of troops. This service was attended to with the greatest care. Every foot of the road was patrolled while the troop trains were in motion for there were many Southern sympathizers in the valley and accidents were apprehended. But none ever happened. Over the telegraph line connected with the Gravity system, came the first news of the bombardment of Fort Sumter, the victories at Antietam and Gettysburg and finally, the sad announcement of Lincoln's assassination. This news reached the upper Lackawanna valley in the early morning of April 15, 1865, the day after the fatal attack on the president at Washington.

The Line to Olyphant.

The opening of the mines south of Archbald made necessary the extension of the Gravity system farther south and the building of a return line to Carbondale and Honesdale. This was undertaken in 1858. In that year work on planes A, B, C, D, E, F, and G, and the short canal leading to the foot of plane C was begun. The work was finished and the planes were in operation in 1859. All the stone work, such as bridge abutments, engine beds and the foundation for the water wheel at plane C, was done by Godshall & Kirlin of Scranton, the stone being supplied by Richard Sweeney. It is said that there was no responsible bidder for the entire extension of the line so the work was let in small contracts to local builders. Thus, planes A and B were built by Kearney and McLoughlin; the extension from the Delaware & Hudson mine at Archbald to the foot of plane C by Patrick Martin and William Gilgallon; plane C by Edward Carroll and his son, John, and plane D by James Gay. The track leading from plane C to plane D and from D back to plane B was laid by Daniel Moyles. The laborers employed on this work got 65 cents for a ten hour day and the stone cutters were considered well paid at \$1.25 per day. William H. Richmond of Carbondale, still living on Richmond

Hill, Scranton, was the contractor who supplied the first cars used on this division.

Old Plane Employees.

The canal that supplied power to plane C was the only one in use south of Carbondale. It was made by Patrick Gilmartin and Thomas Kenny. The inlet was at the foot of Salem street where White Oak creek joins the Lackawanna river. At this point the river was dammed and from this dam the canal was amply supplied with water. The first wheel tender was Edward Barber and it is an oft-told story that the fish were so plentiful in the canal that he frequently found it necessary to drive them away with a pole to give the water a chance to flow over the wheel. The water wheel was abandoned in 1865.

When plane A was placed in operation the first engineer was Alfred Sayers and the first footman was John Meyl. Sayers was succeeded by William Young, later of the Pennsylvania Coal Co., and Young was succeeded by John Samson. At plane B Dennis Blake was the first engineer and Richard Jordan the first footman. There were no footmen at the other planes. William Whittaker succeeded Blake and Thomas Scott succeeded Jordan. Whittaker was followed by Perry Parsons and Parsons by Halsey Lathrope. Lathrope, on his removal to plane E, was succeeded by Clarence A. Samson. William Muir was the first engineer at C and John Fallon the second, James H. White the third and then came John Stephens. Stephens was followed by John Pfoor. "Win" Foster enjoyed the unique distinction of serving as engineer at D from 1858 when the plane was built, until 1898, when it was abandoned.

During the forty years in which the southern division of the Gravity railroad was in operation there have been but three rope-riggers in charge. The first of these was Patrick Norton, who began work in 1859. James McGreal came here very soon after and while he was at the front in 1861, in response to President Lincoln's call for "three months" troops, Dennis Smith assisted Norton. After the war John Murphy entered the service and for many years Norton and Murphy were the only riggers on the division. McGreal and Murphy died about two years ago while Mr. Norton is still living in comfortable retirement, in Archbald.

End of the Gravity.

The Gravity was scheduled to pass out of existence on December 31, 1898 but as a matter of fact, cars were run over it several days after. It is worthy of note that the last trip of loaded cars was run over the head of plane A by your President, Mr. Lorenz, on January 3, 1899 and the last trip of "lights" was run over by Henry Simon, Jr., next day.

It is, perhaps, a high tribute to the efficiency of the employees of the Gravity system to state that nothing of great consequence happened on the line. Extraordinary things rarely happen when everybody is doing what he is expected to do. Of course, even the best regulated things sometimes go awry and so it has happened that an occasional wreck occurred. But the accidents were singularly free from loss of life. Considering the very hazardous nature of the employment it is surprising how few fatalities there were. One that is still spoken of with a note of sadness is the death of Chris Powderly, a brother of Hon. T. V. Powderly of Washington, which occurred at the head of plane A in 1862. Mr. Powderly was the head runner of a passenger train and was drawn under the cars while detaching a cable at the head of the plane. There were many hairbreadth escapes and many incidents, both grave and gay, to vary the monotony of work but, as Kipling

says, "that's another story". Of these alone I presume there are enough to make a large and readable volume and it is to be hoped that at some time in the near future an effort will be made to gather them for printing.

The custom of holding re-unions of this nature is one to be encouraged. It serves to make the Gravity an active agency of goodfellowship. It enables the old employees to keep in touch with one another and to renew bonds of friendship formed long ago and likely to grow in fervor as the years roll on. Gradually your membership is thinning. In a little while there will be few here of those we look upon to-day, for most of the old Gravity men are well past middle life. Some have already gone over the line dividing time from eternity; others are still actively engaged in varied pursuits. Of all of them it may be said that they were an earnest and efficient body of workers, who, as a present day philosopher says, "were blest because they found their work and did it" faithfully and well.

NOTE—This paper has been considerably amplified for printing in the Archbald Citizen. For much of the information it contains grateful acknowledgment is made by the writer to Mr. Daniel J. Gilmartin, Mr. James H. White and Mr. J. George Lorenz, all of Archbald.



In a little while there will be few here of those we look upon today, for most of the old Gravity men are well past middle life. Some have already gone over the line dividing time from eternity; others are still engaged in various pursuits. Of all of them it may be said that they were an earnest and efficient body of workers who, as a present-day philosopher says, were blest because they found their work and did it faithfully and well.

-- a paper read by P.A. Philbin at a
reunion of Gravity Mens Association
in Scranton, September 4, 1915

(the men were workers on the Gravity Railroads)

88. Bernie O'Brien, D&H Chief Road Forman of Engines, post by Michael Eggleston in the D&H group on Facebook



Bernie O'Brien at Steamtown running and teaching some other engineers how to run steam engines on the Delaware & Hudson Railroad, which they ran on D&H rails. Photo by John Banas

"The late D&H Chief Road Forman of Engines, Bernie O'Brien, was a decent man with whom I had the pleasure of knowing and working as a D&H employee. He was one of the last who actually fired and ran D&H Steam before it was scrapped in the 1950s.

My favorite story about Bernie O'Brien:

We were on our way back from Saratoga. On one of the excursions back in the 1970s, Bernie O'Brien was running the PAs, and he invited a bunch of us SVRHS car attendants into the cab for the ride home from Oneonta to Binghamton. One of our car attendants, Dr. Jerry Bertoldo, went on the trip dressed in a full conductor's uniform.

The plan was to put all the Binghamton passengers in the head coach and continue to Binghamton. Unfortunately, Jerry, who was supposed to be riding the Binghamton coach, was on the rear of the Oneonta section helping folks off of the train when he heard Bernie whistle off and start moving. The crowd then was treated to seeing a conductor running after the train that had just left him behind!

Old Joe Woods, the Superintendent, picks up a radio and says, "Well, you better stop Bernie. You left one of these damn fools behind."

Bernie calmly takes out his cigar, lays it on the control stand, reaches for the airbrake handle, and stops the train until Jerry can get aboard. He puts the stogie back in and mutters just loud enough for us to hear, "Goddamned Fool!." We laughed even more when we found out who it was."

Edward Zech: One of the best!!

Rick Laneski: Mr. D&H! What a gentleman!

89. Coal Companies, Facebook D&H group, November 11, 2024:

The collieries of the Scranton district are owned by the four great corporations: DL&W, D&H, PCC, and Lackawanna Coal and Iron:

THE HERALD.

Published every Thursday, at TWO DOLLARS a Year.

HONESDALE, PENNA., NOV., 24, 1870.

Coal Mines.

The collieries of the Scranton district, excepting those of individuals, are owned by the four great corporations: The D. L. & W., Del. & Hudson, Pennsylvania Coal Co., and the Lackawanna Iron & Coal Co. The Delaware, Lackawanna & Western work fifteen collieries, embracing ten shafts and five slopes, from which they mined and shipped during the past year, 2,085,532 tons of coal. The Delaware & Hudson Company which has its headquarters in this city, now own eight breakers in the upper end of the region, embracing 3 shafts, 3 slopes, and 8 drifts, and eight in the lower end of the Valley, below Pittston, working in all 16 breakers. The amount of coal shipped by them during the last year was 2,131,506 06 tons. The works of the Pennsylvania Coal Company, whose head office is at Dunmore, are principally located at Pittston excepting the two shafts, two slopes and four drifts at Dunmore. Their annual shipments considerably exceed one million of tons, and with the addition of the new openings now in progress this amount will be greatly increased.

The Lackawanna Iron and Coal Company have two shafts and one slope, the coal from which is principally consumed by the company at their iron works. These four companies, therefore, own nearly all the coal works of this region, and we believe that all of the individual and smaller companies sell their coal to these companies, who alone have transportation.—*Scranton Republican.*

90. Dog Takes A Ride on the Gravity Railroad, December 7, 1880. Facebook, D&H group, December 7, 2024 (dog rescued after 20-mile ride)

The York Gazette.

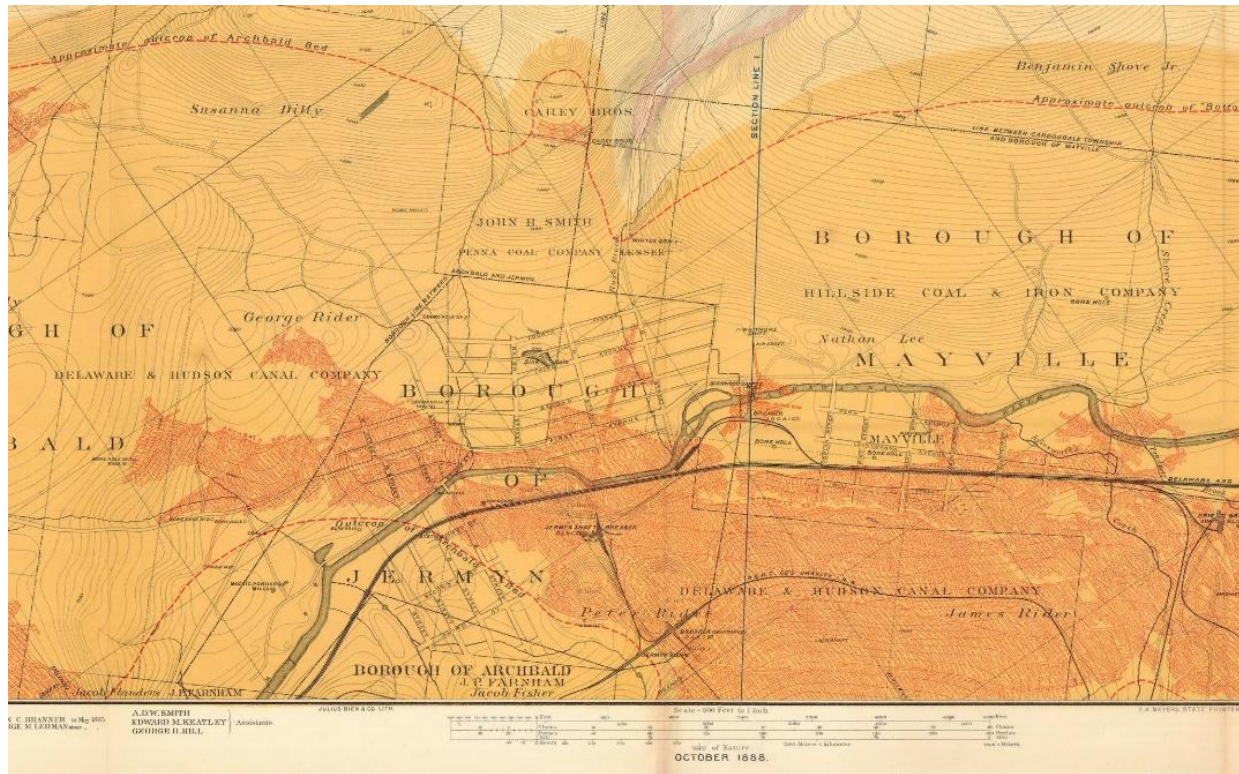
YORK, PENN'A:

Tuesday Morning, December 7, '80.

A Dog Riding Twenty Miles in a Car Under Four Tons of Coal.

CARBONDALE, PA., Nov. 28. —A slate picker at one of the Mill Creek coal breakers discovered a spotted setter under the pockets on Saturday. Mill Creek is the leading coal centre of the Delaware and Hudson Canal Company. The dog was mischievously put into an empty gravity coal car. The car was run under the chute, and soon afterward four tons of chestnut coal were dumped upon the dog. The car was taken away at 8 o'clock. The coal from Mill Creek is shipped via the Gravity Railroad to Honesdale, and there transferred into Erie cars for shipment east. This car arrived at foot of No. 1 plane at 7½ o'clock in the evening. The workmen at the foot of the plane, hearing cries of distress which they supposed to be the moaning of a child, switched the car, determined to solve the mystery. The car was unloaded, and the dog, after a ride of twenty miles under this pile of coal, appeared upon the scene in good condition. The owner, who lives at Mill Creek, learning of the whereabouts of his dog, sent a messenger with a check for \$50 to the lucky employee who rescued the animal.

91. Map of Jermyn / Mayville 1882, from Walter Kierzkowski, December 11, 2024:



92. “The D&H Saved the Erie Railroad from Certain Bankruptcy in 1848” (*BLHS Bulletin*, January 2025, pp. 10-11) by S. Robert Powell

For the Record
The D&H Saved the Erie Railroad from Certain Bankruptcy in 1848
by S. Robert Powell, Ph.D.

After the Financial Panic of 1836-1837* made necessary the suspension of early construction operations on the Erie Railroad, the state of New York came to the aid of the company, and in 1838 lent it its credit to the amount of \$3,000,000. That large sum of money was used up, and only 61 miles of the road were in operation in 1845 – from Piermont, on the Hudson, to Otisville, the summit of the Shawangunk Mountains, in Orange County.

In 1845, the state of New York again came to the aid of the Erie Railroad. By an act of the Assembly in that year, the company was released from the claim of the state against it, and liberal provisions were made as to subscriptions to new stock. This legislation was accompanied with the proviso, however, that unless rails were laid and the road was in working order between Piermont and Binghamton by January 1, 1849, the company would forfeit all its rights, franchises, and titles to the state. Thus given a new lease on life and another replenished Treasury, the directors of the Erie again ordered the work of building the railroad to proceed.

The rails with which the road was ironed between Piermont and Otisville were of English iron, which cost \$80 a ton. The straitened circumstances of the company, and the time to which it was limited, required the obtaining of iron at a cheaper rate and from a more convenient market.

In 1843, Colonel George W. Scranton and Seldon T. Scranton of Oxford, NJ, established a rolling mill and rail factory in the village of Harrison, now the city of Scranton, PA. It was known as the Lackawanna Iron Works. In 1846, the Scrantons, knowing that the New York and Erie Railroad Company had paid \$80

a ton for the rails imported from England, and that it was necessary for iron to be obtained by the company at a lower price, made a contract with the Erie railroad company to furnish it with 10,000 tons at a rate much lower than that of the English iron.

At the time of making this contract, the iron company had no machinery capable of turning out the rails, and furnaces and all had to be provided. The iron was to be delivered to the New York and Erie Railroad's agents at the mouth of the Lackawaxen River, in Pike County, PA, during 1847-1848. A number of prominent capitalists interested in the success of the railroad loaned the Scrantons \$100,000, with no security but their word. The machinery for the iron mills was drawn 60 miles by teams and was ready for operations in a few months.

As fast as the iron from the Scrantons was ready, it was drawn on wagons, by teams of horses, nine miles to Archbald, PA, then the southern terminus of the Gravity Railroad of the Delaware & Hudson Canal Company. There, by means of two inclined planes, Planes 1 and 2, which were built to the north of Archbald in the summer of 1846, the rails for the Erie were drawn up the mountain, and then sent via a long level to Carbondale, to the foot of the Davis plane.

Planes Nos. 1 and 2 in Archbald, we should note, were built by Patrick Gilmartin, the first settler and a prominent citizen of Archbald in the early days, under the direction of Engineer Gideon Frothingham (his sister, Sarah, married James Archbald, the legendary D&H engineer who designed the 1845 configuration of the D&H Gravity Railroad, and who was later was elected the first

mayor of Carbondale). These two planes, No. 1 and No. 2 in Archbald, were not D&H Gravity Planes No. 26 and 27, which were constructed on this same site in 1859.

When the rails arrived at Carbondale they were then sent, via the Gravity Railroad, over the Moosic Mountain to Honesdale, the head of the D&H canal, where it was loaded into canal boats, which were then delivered to the Erie Railroad's agents at the mouth of the Lackawaxen River, in Pike County, PA. From there it was carried on the D&H canal to Port Jervis.

When 1,500 tons had been thus delivered, the Erie rails were laid from Otisville to Port Jervis. Then the difficulties of running the road into Pennsylvania arose. The road was originally intended to cross the Delaware at the village of Matamoras, nearly opposite Port Jervis, but the route was impracticable. It was decided to change the crossing point to Sawmill Rift, three miles farther up the river. Injunctions were served on the company, forbidding this change of route until it had agreed to construct a bridge across the river at Matamoras. The delay attending these proceedings threatened to be fatal to the completion of the road to Binghamton within the stipulated time.

Unless rails were laid and the Erie had the road in working order between the Hudson and Binghamton by January 1, 1849, the Erie would forfeit all its rights, franchises, and titles to the state. Accordingly, a change was made in the terms of the D&H contract with the iron company. Instead of having the balance of the iron delivered to Lackawaxen, the D&H was now to deliver the iron to different points along the Delaware

For the Record from page 10

Division of the Erie. The iron was therefore hauled on wagons over mountain roads from Archbald to Narrowsburg, Cocheton, Equinunk, Stockport, Deposit, and Lanesboro. Over 400 mules and horses were employed in the carting. From those points the rails were simultaneously laid, resulting in the completion of the track, according to agreement with the state, five days before the date fixed.

The celebration of the completion of the Erie tracks to Binghamton on the 28th of December 1848, was one of the greatest demonstrations, it was said, ever witnessed in this country. The contract was a profitable one to the new iron company, notwithstanding the expense and labor connected with its fulfillment, and it laid the foundation for the present city of Scranton.

The completion of the Erie tracks to Binghamton on December 28, 1848, therefore, be it known, would not have been possible without the services rendered by the Delaware and Hudson Canal Company (canal and railroad) in completing those tracks to Binghamton, which saved the Erie Railroad from bankruptcy in 1848.

The financial panic of 1836-1837 was a major economic crisis in the United States, caused primarily by excessive speculation in Western land. Rampant paper money issued by unregulated banks, and President Andrew Jackson's decision to withdraw federal funds from the Second Bank of the United States. That led to a credit crunch when he issued the "Specie Circular", requiring only gold or silver for land purchases, ultimately causing widespread bank failures and a severe economic downturn. The financial panic of 1836-1837 is often considered a significant turning point in American economic history.

93. Year-end message on Facebook from Cody Gonsauls, Carbondale Township (PA) Historical Society, December 31, 5:45 PM:

Photo (from Walter K.) of Duffy's Field in Cody's year-end message:



Carbondale Township, Pennsylvania Historical Society

As 2024 comes to an end, we would like to thank everyone who has made this past year such a success.

We attended two great Lackawanna Valley events this year, and hope to be at many more next year, to share our history, artifacts, and resources with all of you. We attended the Upper Valley Heritage festival hosted by [Meredith Hose Company](#). And then the Local History Fair hosted by [The Lackawanna Historical Society](#). Both of which we found great resources and branched out even more. We have surpassed 200 likes and nearly 350 followers! That is so amazing for a small township in northeast Pennsylvania. Thank you all especially S. Robert Powell at the [Carbondale Historical Society & Museum, Incorporated](#) and Bruce Smallacombe at the Jermyn Historical society for all their help. The upper valley Historical societies are thriving with them at the helm.

And as we move into 2025, we hope to have even more success and growth. Every day we have new documents, artifacts, and connections coming in! With that we are greatly appreciative for all who are helping us grow. Here are some things to look forward to next year are:

1. We will be back at the upper valley heritage festival again.
2. We will be in attendance for the local history fair again.
3. We are hoping to be at the **Carbondalien Festival** next year.
4. The Nepa Rail and Trail will be Featuring an article we wrote on the Township and its sections. Look for it in their up coming news letter.
5. Hopefully establish a quartely/ monthly meetings if membership interest keeps improving.
- 6.And hopefully attend more festivals to outreach to the public.

In conclusion, w hope you had a great year and we hope your next year is even better. And we hope that you continue to grow with us and follow and share our history. If you or anyone you know has anything you would like to share, donate, or even let us look at and scan, we'd appreciate it. The more history we can save now, the less to be forgotten. Thank you from all of us at The Carbondale Township Historical Society, and we will see you in the new year.

* * * * *

(December 31, 2024, S. Robert Powell, Carbondale Historical Society and Museum)